

# THE AMERICAN REVIEW OF REVIEWS

VOL. XLI.

NEW YORK, MARCH, 1910

No. 3

## THE PROGRESS OF THE WORLD

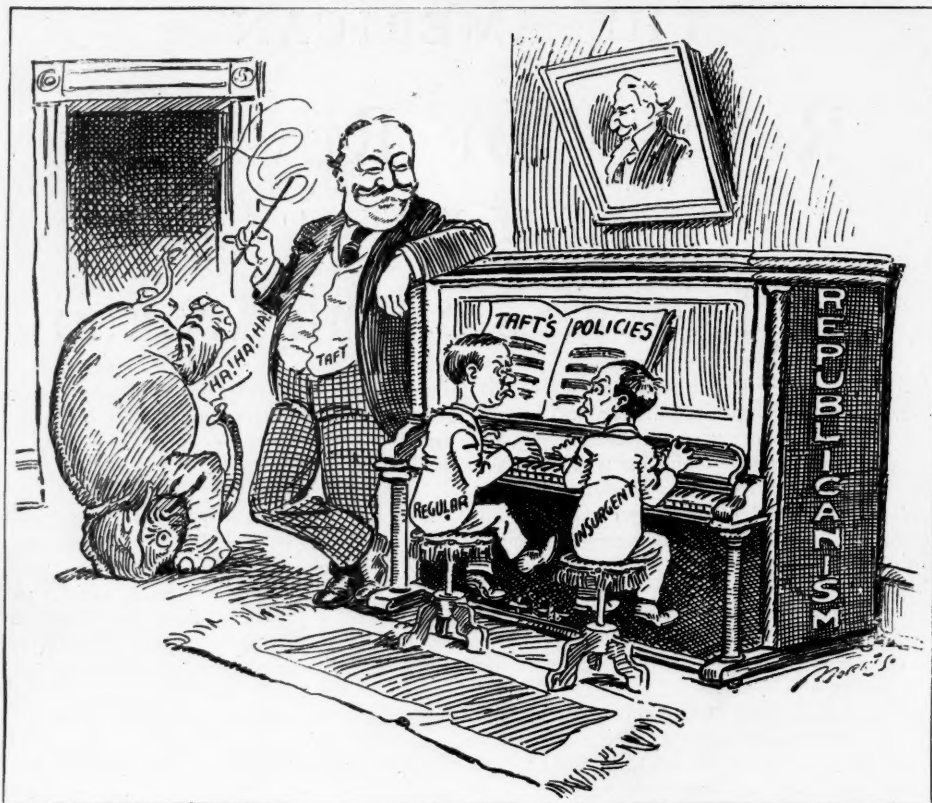
*Tuning Up the  
Republican  
Orchestra*

The Republican party usually composes its differences in the face of an approaching election. A few months hence Congress will have adjourned and conventions or primaries all over the country will be selecting candidates for Congress. In a good many States also Governors and State tickets are to be chosen. Members of Legislatures will be elected in several States that will choose United States Senators. From this time forth one is likely to hear a little less about "insurgents" and "regulars." President Taft has declared that he considers himself commander-in-chief of the Republican party and that a present evidence of good party standing will be to come peaceably into the camp where he has pitched his tent and flung his standard to the breezes. This does not seem to be a painful thing for any of the leaders to do. There have been some sharp differences, but they are not beyond hope of reconciliation. To read the so-called insurgent Senators and Representatives of the Mississippi Valley out of the Republican party would bring crushing defeat and rebuke at the polls in November. The Congressional Campaign Committee made a false start some weeks ago; but they will not continue to attack fellow Republicans in their home States. Speaker Cannon, on Lincoln's Birthday, eulogized President Taft. All the old leaders are suddenly praising Roosevelt, too, and preparing to welcome him when he returns in June. Every effort will be made to give the Republican party a tone of orderly progress. There will be philosophical explanations of the need of team-work and party regularity in general; but there will also be praise for men so full of zeal for the best welfare of the party and of the country that they are some-

times impatient of restraint and adopt insurgent methods as respects particular measures, working always, however, inside the ranks of the "Grand Old Party."

*The Tariff  
Makes Some  
Discord*

The tariff question is one that will not wholly relapse into quietude. There are some good things about the Payne-Aldrich tariff; and the present law is the reflex of the conditions under which it was worked out and enacted. There is no reason at this moment for any excited arguments about the tariff. Behind the scenes the Democrats were almost as responsible as the Republicans for the shaping of the present schedules. America is gradually getting ready for a scientific, non-partisan readjustment of the tariff, schedule by schedule, perhaps upon a plan of sliding-scale reductions, that will avoid abrupt changes and save business from rude shocks. There are many Republicans who think Mr. Taft needlessly aggressive in praise of a tariff which he did not make, and which those most responsible for making have regarded as very far from being ideal. Mr. Taft in his well-rounded and admirably phrased Lincoln's Day speech at New York spoke in terms of strong defense, from many standpoints, of this new tariff law. He explained that he is already using the board of tariff experts to collect material with a view to future tariff revision. And it is highly desirable that a board of experts should be doing such work. Nevertheless, it must be remembered that the clause, as adopted by the Senate, authorizing this kind of inquiry, was stricken out in conference committee. In short, Congress decided that such broad inquiry was not to be undertaken by the tariff experts who were to aid in the enforcement of the maximum



PRESIDENT TAFT AS THE GREAT HARMONIZER

From the *Spokesman-Review* (Spokane)

and minimum provisions. What Mr. Taft is doing may be commendable in itself, but it does not follow that he should assign the praise for his good work to the law-makers who attempted to prevent his doing this very thing. He should ask legislative sanction.

*Protectionism  
at its  
Highest Point*

The real truth about the present tariff cannot be suppressed, and the facts may be known and read of all men. We are a high-protectionist country, and the Payne-Aldrich high-tariff wall, as seen from some distance along the horizon, is so nearly like the Dingley tariff wall in its average height and in the undulations of its sky-line that to the foreign observer the general effect is unchanged. We are at the very acme of our protectionist period. There have been hundreds of changes of a detailed sort. When reclassifications are taken into account, the best figures we have been able to obtain would show that the average customs tax upon dutiable articles is

slightly higher now than it ever was before. Many of the minor changes made were in the nature of an improvement. The great fact that confronted the two houses of Congress was that there was entirely lacking in this country at the present time any really strong and effective demand for a change of tariff policy. The South has become a hopeful and developing region of varied industries, and in practical attitude is intensely Protectionist, though not liking the doctrine as a tenet. In the Middle West there is a sentiment, led by men like Senator Cummins, favorable to a real and appreciable tariff reduction and demanding a simpler and better sort of tariff system from beginning to end; but protectionism holds its place as a doctrine. There are men like Senator Beveridge, of Indiana, who have been working for the creation of a scientific method of getting at the problems of tariff reconstruction. But in a matter like tariff revision, involving hundreds of different interests, Congress is like-



ly to yield to the major pressure; and it was the major pressure that produced the Payne-Aldrich law. That law cannot be changed materially for some years to come. Business is adjusting itself to the new law very comfortably. The Democratic party is not entitled to win a victory in the Congressional elections this fall upon the strength of its having a better tariff policy than the party in power. The Democratic party, as a matter of fact, has no tariff policy of any kind. It is not held together as a party by reason of its having any unity of opinion upon economic subjects. To assert that it has a tariff policy would be to make a false pretense.

*Indiana  
and the  
Tariff*

The Republicans can afford to be entirely free from intolerance among themselves respecting differences of opinion about the tariff. It would be ridiculous, for example, for Republicans who supported the tariff bill to invade Indiana this year in an attempt to embarrass Senator Beveridge in his campaign for re-election, merely because his judgment and conscience led him to vote against the present tariff law. He was identified with proposals for certain tariff reforms and improvements, particularly a tariff commission. The new tariff law was bound to be enacted in any case; and when the conference committee struck out the significant clause in that section of the bill which Senator Beveridge had drafted he was quite justified in making his protest by voting against the bill. Thousands of business men who had selected Senator Beveridge as their spokesman worked hard to secure a formal tariff commission. They all agreed finally to accept a paragraph in the act which would authorize the President to appoint an expert tariff board to investigate tariff subjects broadly, with a view to future legislation, as well as to advise the President regarding the enforcement of the maximum and minimum arrangement. This paragraph was accepted by Senator Aldrich and adopted by the Senate. But it was emasculated in conference committee. Senator Beveridge had the approval of the Republicans of his State in the course that he pursued. The sincerity and frankness of men like Mr. Beveridge are among the chief assets of the Republican party. His re-election to the Senate is assured in case of a Republican Legislature. His strength with the people of Indiana, on the other hand, will be one of the principal factors in the fight for a Republican Legislature. An attempt to force

down the throats of the Republicans of Indiana, under these circumstances, an extravagant eulogy of the Payne-Aldrich tariff on the part of leaders claiming to represent Republican orthodoxy could only seem to mean a willingness for reasons of their own to give the State to the Democrats this fall.

*A Good Year  
for Independent  
Men*

In short, Republicans all the way from the Alleghanies to the Rockies are highly disposed this year to encourage freedom and sincerity of utterance; and they prefer leaders of the independent sort, even though branded as "insurgents," to those whose credentials bear the "O. K." of party leaders at Washington, but who are not themselves essential in the process of shaping public opinion. The country is not in a very strong partisan mood. It wants men who think for themselves, study questions on their merits, and speak their own convictions rather than men who are merely members in good and regular standing of a political organization, or who are, behind the scenes, agents either for a political machine or for private interests. The party lash frightens nobody this year.

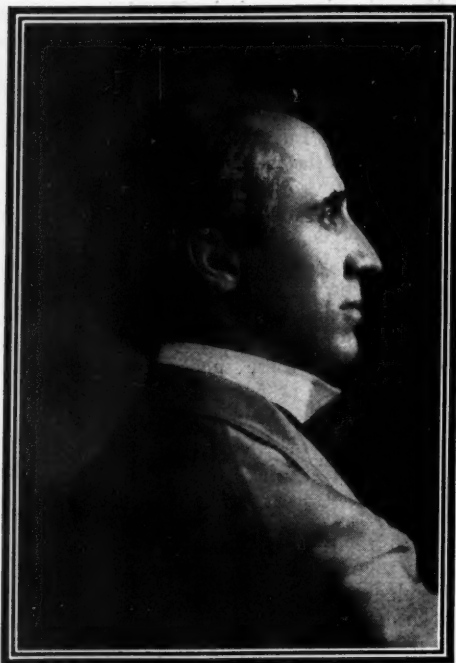
*Another  
Term  
for Taft*

The Republican organization was never more busily engaged in the game of national politics than now. It wishes to win the Congressional elec-



PRESIDENT TAFT BRINGING THE INSURGENTS BACK TO THE RESERVATION

From the Pioneer Press (St. Paul)



Photograph by Harris & Ewing

SENATOR DICK, OF OHIO

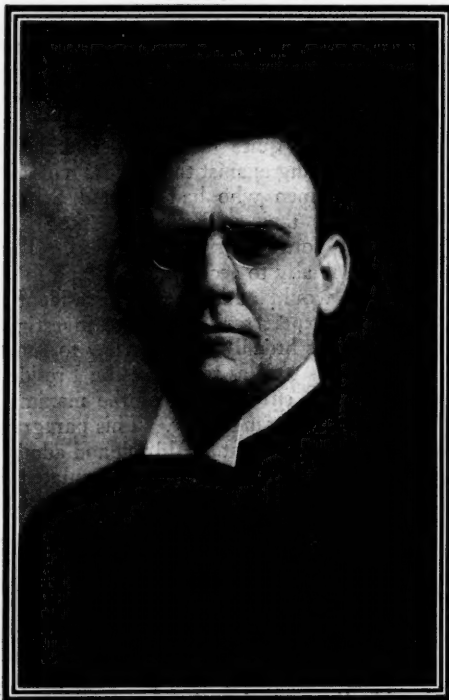
(Whose seat is likely to be contested)

tions this coming fall, and it also wishes to win in the Presidential elections of 1912. Further than that, it wishes to make a success of the Taft administration, and to make sure not only that Mr. Taft shall be renominated but also re-elected. All the tendencies of our political life now call for a two-term incumbency. President Cleveland intended to be a one-term President, but conditions made his renomination inevitable. Mr. Harrison, like Mr. Cleveland, was renominated for a second term, though, also like Mr. Cleveland, he was defeated in the election. Mr. McKinley was renominated under conditions that made opposition impossible. In Roosevelt's first year of the Presidency, and even in his second and third years, the elements of opposition to his nomination in 1904 were so powerful that the chances seemed quite in favor of the coalition of leaders and interests determined to eliminate the Rough Rider from politics. It is unnecessary to recall the changed political conditions that cleared the way, in the winter of 1903-4, and made Mr. Roosevelt's renomination an easy certainty. The business of paving the way for Mr. Taft's renomination is going forward quite as actively,—now

that he has been in office exactly one year,—as the same sort of business went on at the same stage of Mr. Roosevelt's Presidency, and in various earlier administrations. State by State all over the country the situation has been studied with careful forecast; and nothing is allowed to pass unheeded or uninfluenced. Old-line politicians are taking lessons.

*Ohio  
and the  
Parties*

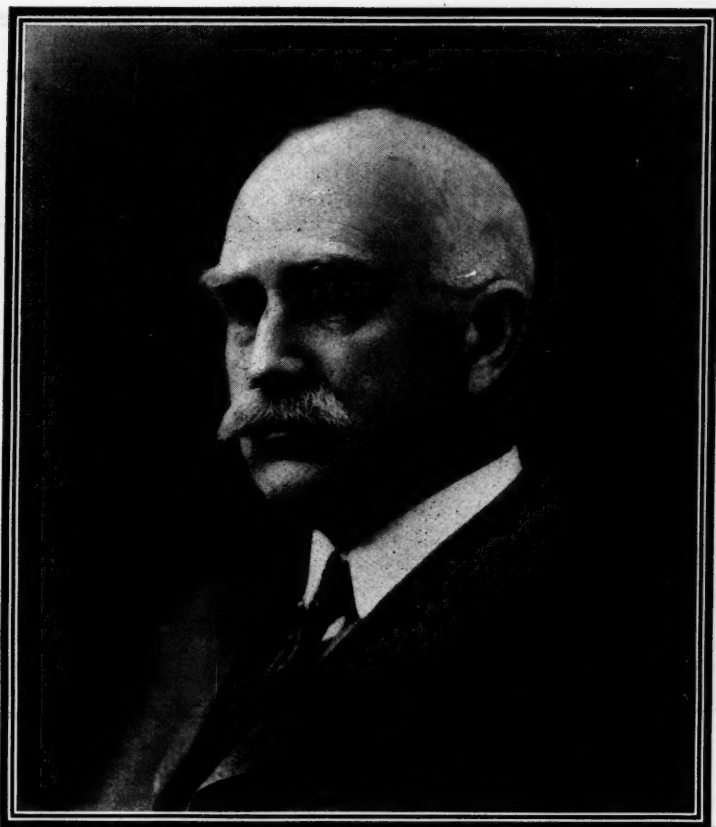
The Ohio situation during the past few weeks has been studied with the utmost care. The Democratic Governor of Ohio, Hon. Judson Harmon, is a strong man, and he has been trying to reform some of the administrative services of his State quite in the spirit of Grover Cleveland or Samuel J. Tilden. He will be a candidate for re-election as Governor, and he is now looked upon as the most likely candidate of the Democratic party for the Presidency in 1912. The Hon. Wade Ellis, formerly Attorney-General of Ohio and recently chief assistant to Attorney-General Wickersham at Washington, has now been made chairman of the executive committee of the Republican organization in Ohio, and it will be his business to do every-



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HON. WADE ELLIS

(Who will manage the Republican campaign in Ohio)



Photograph by Baker's Art Gallery, Columbus  
GOVERNOR JUDSON HARMON, OF OHIO, A NATIONAL DEMOCRATIC FIGURE

thing in his power to help hold the State for the Republican party and the Taft organization. It has not yet been announced who will be the candidate for Governor against Mr. Harmon. The choice will be made by President Taft himself. There is also pending the question whether Senator Dick, of Ohio, is to be the Republican choice for another term in the seat which he took at Mark

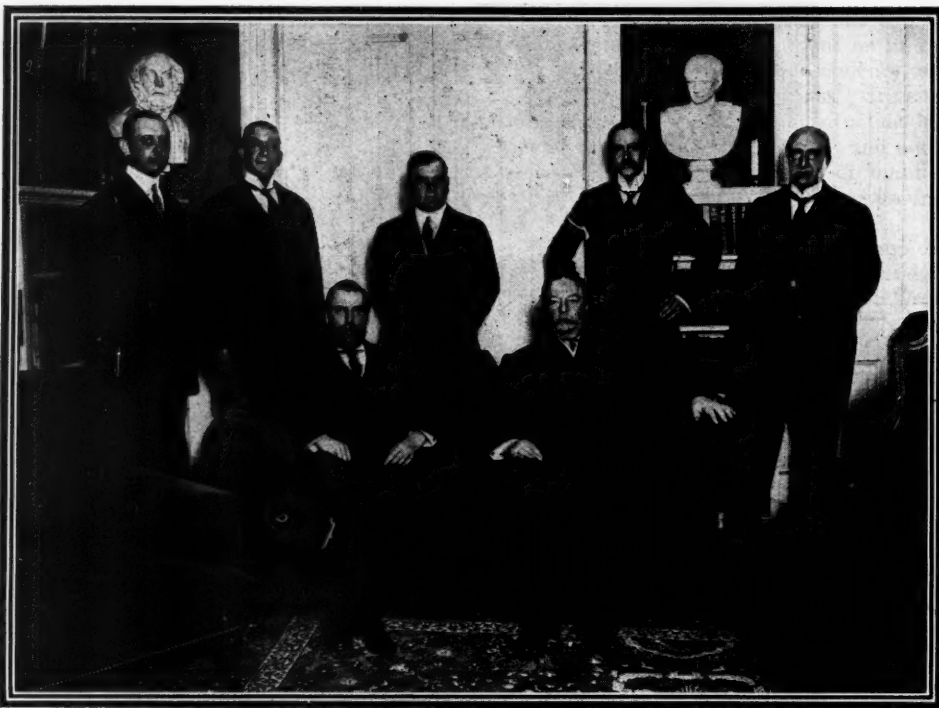
Hanna's death, or whether the place shall be given to a more pronounced Taft man.

*Personal  
Phases of Ohio  
Politics*

Mr. Wade Ellis, as assistant to the Attorney-General, has been in special charge of the prosecution of the so-called Beef Trust, and the Department of Justice does not willingly part with him. He is, however, to be retained as the Government's special counsel in that particular matter, and it is believed that this employment and repute as a "trust-buster" will not hurt Mr. Ellis in his rôle of Republican harmonizer and Taft representative in Ohio. No one accuses Mr. Ellis of going back home to promote his own political fortunes. Yet in the search for a possible winner against Harmon, or for a more advanced type of Republican for the Senate, conditions might force Ellis to take a nomination or to become a candidate. As against Mr. Dick for the Senate, it is still possible that the President's brother, Charles



A SERIOUS CASE FOR DOCTOR TAFT  
From the *Sun* (Baltimore)



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## A REPUBLICAN CONFERENCE IN NEW YORK LAST MONTH

(Seated: Governor Hughes and President Taft. Standing (from left to right): Speaker Wadsworth, of the State Legislature; Otto T. Bannard, recent candidate for Mayor; Chairman Woodruff, of the State Committee; Chairman Griscom, of the New York County Committee, and Hon. C. M. Depew, United States Senator)

P. Taft, may come forward. When he withdrew in favor of Mr. Burton from his campaign for Senator Foraker's seat he did not deny that he might attempt to replace Senator Dick. Ex-Governor Herrick has also frequently been named as a possible candidate for the Senate. Mr. James R. Garfield may be urged for one place or the other. Governor Harmon is doing his reform work in the face of a Legislature and State administration otherwise Republican, excepting the State Treasurer. The Republicans are trying to outbid him as a reformer, but an impartial public opinion seems to award him the palm. If Ohio should elect a Republican Governor and Legislature under present conditions it would be deemed a great victory for President Taft.

*New York  
also a  
Battle-ground* In the State of New York big fires have been lighted already under the political kettles, and they will be boiling violently within another month or two. President Taft is taking the

closest interest in the politics of the Empire State. Mr. Herbert Parsons has retired from the chairmanship of the Republican Committee of New York County, and the Hon. Lloyd Griscom has been put in his place. Mr. Griscom, formerly a Philadelphian and recently our Ambassador at Rome, is a newcomer in New York City, but an active and agreeable gentleman who will doubtless make his mark in metropolitan and State affairs. Governor Hughes, who could have the nomination for a third term, refuses to take it, on private and personal grounds, and the question of a Republican candidate for the Governorship is one that every leading Republican in the United States, Mr. Taft as much as any one else, is earnestly considering. The situation is rendered not less difficult by the belated exposure of certain bribery transactions at Albany, which might prove, for campaign purposes, injurious to the party in power. Probably the question that politicians of all grades and classes, of all parties, and in all parts of the country, are



most concerned about and are asking one another a hundred times more frequently than they ask any other question is, What will Roosevelt do when he comes home next summer? Even those party elements most opposed to Roosevelt are deeming it better to placate than to antagonize. Their sneers and their hostility, whether these have been open or somewhat veiled, are laid aside. They are preparing for an effusive and unanimous welcome. It is not proposed to allow Roosevelt to be the principal asset of insurgents or malcontents. If he should choose to go to the Senate in Mr. Depew's place it is intimated by the powers that make for regularity that this might be an excellent way to dispose of the most energetic personality of his generation.

No Anti-Taft  
Movement  
Probable

Meanwhile there are many allusions in the newspapers to a so-called "back from Elba" club which is preparing to push Mr. Roosevelt for the Presidential nomination in 1912. The whole thing would appear to be quite mythical. If there is any such movement its secrets are well kept. Even though the Congressional elections this year should go against the Republicans it would not follow that Mr. Taft's renomination is unlikely. The President handles large questions more



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HON. FRANK HITCHCOCK, POSTMASTER-GENERAL

easily than he does little ones. The briers grew all over his moral vineyard while he was taking months on his long tour of the West and South through the summer and fall. If he can overcome this roving instinct of his, and mature the habit he has begun to form of sweeping away small matters with rapidity and decision, he will soon find his troubles diminishing; and the country will then discover in him an efficiency which as yet has been somewhat in doubt.

One Term  
to Be  
Desired

Meanwhile, all observing minds must admit that a one-term arrangement for the Presidency would be a great boon. But four years is not long enough. A six-year or eight-year term, with no chance of a second consecutive term, would give a President freedom to do his very best for the country, with little thought of politics. It is not that our Presidents themselves are so tormented by ambition for a second term as that thousands of other people more or less affected by changes of administration are exerting pressure all along the line. An amendment to the Constitution fixing the one-term principle for the President,—perhaps changing the date for the beginning of the term, and also changing



THE AFRICAN COMET

(Due to hit New York June 21)

From the American (New York)

somewhat the method of electing a President, might well be submitted to the States for their approval. Such a change would be much more valuable in our political life than the suggested election of Senators by popular vote, although there is also much to be said in favor of direct choice of United States Senators. Ask Indiana or Missouri, for instance.

*Politics  
in the  
Post-Office*

One of the things that would most readily and naturally follow the adoption of a one-term rule for the Presidency would be the placing of the great Post-Office Department on a business basis. Mr. Roosevelt's first Cabinet appointment (Mr. McKinley's Cabinet having been retained as a whole) was that of the Hon. Henry C. Payne, of Milwaukee, to be Postmaster-General. It would not be discourteous to the memory of Mr. Payne nor unfair to the methods of Mr. Roosevelt to say that Mr. Payne, who was a very prominent member of the inner circle of the National Republican Committee and who had been very close to Mark Hanna, was put in the Cabinet for political reasons primarily. The idea of appointing the best available man in the country, with a sole view to administering the business of the Post-Office Department, was not dominant in the selection of Mr. Payne. The circumstances under which Mr. Cortelyou subsequently became Postmaster-General, and under which for some time he held at once the office of chairman of the Republican National Committee and that of head of the postal service, are also well known. Mr. Taft has followed that example in appointing his campaign manager, Mr. Hitchcock, the chairman of the Republican National Committee, as Postmaster-General. And it is no secret that Mr. Hitchcock, more than anybody else in the Taft administration, is expected to give close attention to party political situations throughout the entire country with a view to Republican harmony and efficiency, and with a due regard for a smooth and unobstructed renomination of Mr. Taft in 1912.

*Working  
Under  
Difficulties*

Those who would venture to intimate that Mr. Cortelyou, Mr. Meyer, and Mr. Hitchcock have not been competent for the administrative and business duties of the office of Postmaster-General are ill-informed. Mr. Cortelyou and Mr. Meyer were remarkably well qualified for the work. They per-

formed their duties with great industry, with real public spirit, and with intelligence and capacity. But at all times they had to deal with political considerations for which they were in no wise personally responsible, and which have somehow been built into our governmental system so that they affect one party as much as the other. Mr. Hitchcock had served under Mr. Cortelyou as Assistant Postmaster-General; and a man who could handle a national campaign as he carried on that of 1908, with system, precision, and a steady sense of the application of means to ends, could not be regarded as lacking in ability to put business system and efficiency into the great Post-Office Department of the Government. The trouble is that, quite regardless of what would be his own natural preferences, Mr. Hitchcock is obliged to play the rôle of a party adviser and manager while also carrying on the arduous work of his public office.

*Conditions  
of the  
Postal Service*

Meanwhile, it is a pleasure to say that in many respects the postal service itself has been growing more efficient. Not only are appointments made on merit in the filling of clerkships in the larger post-offices and in the railway mail service, as well as the carrier service, but the merit system has been practically extended to the appointment of postmasters in small places. It is the demand of the people, regardless of party, that the post-offices in their home localities be taken out of politics. The time is precisely ripe for a thorough reorganization of the post-office at the top. Under the present arrangement we have a Postmaster-General and four Assistant Postmasters-General. The work of direction and supervision is somewhat arbitrarily divided among these officials. The business does not properly focus anywhere. Ill-advised recommendations emerge from unknown subordinates in the offices of these Assistant Postmasters-General and work their way up to the top, where they are too credulously entertained by new Postmasters-General, who become the victims of false statistics,—precisely as Mr. Hitchcock and President Taft were victimized by the statistics, utterly fallacious and mistaken, that Mr. Taft set forth in his recent annual message when he discussed the cost of carrying newspapers and magazines to their readers. It is needless to blame Mr. Taft or Mr. Hitchcock; but they should demand a better system for giving them facts.

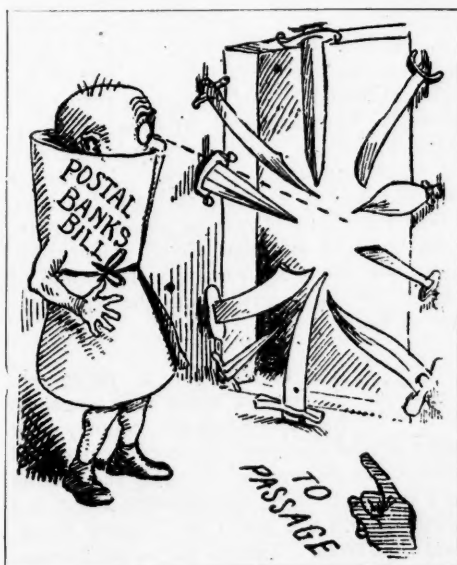
**Business  
Reforms  
Demanded**

As a basis upon which to deal with an alleged deficit in the postal revenues, these statistics were made the starting point for an inquiry before the Postal Committee of the House, under the chairmanship of Mr. Weeks, of Massachusetts. The committee held very patient and careful hearings in the month of January. It showed a high degree of intelligence, and listened to various publishers and others having special information. The time has come when the whole country will demand that the one great business department of the Government should be run in a businesslike way. Protracted studies by Congressional committees have pointed to this precise conclusion. It has been recommended that there should be a Director of Posts, immediately answerable to the Postmaster-General. The reform scheme would abolish the four Assistant Postmasters-General. In place of these there would be a group of bureau heads, perhaps seven or eight in number, representing a scientific rearrangement of the business and forming a postal council of administration working in constant touch with the Director of Posts. Until the post-office can be made a thoroughgoing business affair it will not be feasible to make any changes in rates or classification. If, indeed, it were put on a strict business basis there could be no need

of advancing the cost to the people of the United States of any of the services that the post-office now renders.

**Postal Banks  
and Other  
Things**

One of the items selected by Mr. Taft in his program for immediate fulfillment of platform pledges was that of postal savings banks. It was generally agreed at Washington that this much-discussed project would be carried through Congress in the present session. The opposition to it was widespread and quite determined, and there may be some difficulty in maturing the bill before adjournment. Yet it is thought probable that the scheme will be adopted. However that may be, it must be agreed on all hands that if the Post-Office Department were as well organized for practical results as some of our large business corporations the friends of postal savings banks would have a stronger argument for their cause, while the opponents of postal savings banks would have much less reason for their fears. If the post-office were what it ought to be in a business sense its money-order business, postal notes, postal savings banks, and related functions could be made highly convenient for the masses of the people. It could give new uses to the free rural delivery service and add something to the revenues of the department, while encouraging rural thrift and helping the development of the country by increasing the volume of productive capital available for local enterprises and for sustaining the public credit by affording another market for the Government's 2 per cent. bonds.



CAN HE GET THROUGH?

From the *Oregonian* (Portland)

**A  
Parcels  
Post?**

It is similarly true that a thorough business organization of the Post-Office Department would help to settle the question of a parcels post. We should hope to get a reorganization, county by county, of the fourth-class post-offices and the free delivery routes so that better practical results might be rendered for very much less cost. Then the question would come up on its merits whether or not the Government's great machinery for distribution should be made available, as in foreign countries, for the cheap carriage of parcels. It has been usually said that the chief opposition to a parcels post comes from the express companies. It would perhaps be more accurate to say that the chief opposition comes from retail traders who think that a cheap system of parcels post would help the business of the so-called mail-order houses at the

expense of local and neighborhood trade. In the end the thing that is for the benefit of the people will prevail as against conservatism. The proper sort of parcels post might be just as useful to nearby retailers as to those in distant places. It is evident that we shall not have a postal innovation of this kind until the subject has been very thoroughly worked out.

*Postal  
Telegraph  
and Telephone?*

At intervals for a great many years past there have been agitations in favor of the taking over of the telegraph service by the Post-Office Department, as in foreign countries. In several foreign countries the telephone service is also governmental and connected with the post-office. We are now looking on in this country at a great amalgamation of telegraph and telephone facilities. If the vast monopoly thus forming shows an enlightened spirit, the result may be an improved and cheapened service for the people, both of telegrams and messages by telephone. Such a monopoly would have to come under public regulation, and it would be especially adapted to the kind of oversight provided in the new federal incorporation bill introduced in Congress last month. The evolution of this great unified service of swift intelligence must require a considerable time. But ultimately it is not unlikely that a post-office department developed on thoroughgoing business lines may absorb the united telegraph and telephone service. All of this lies in the future, but it is well to look forward sometimes and consider our probable tendencies.

*"Party  
Pledges" and  
Current Politics*

Three months have now passed away of the first regular session of the Sixty-first Congress. In its special session, lasting from the middle of March until August 5, it was occupied almost exclusively with the revision of the tariff. That subject being out of the way for the present, there seemed an unusually good opportunity to achieve in the long regular session some notable legislation. The prospect, however, of putting any great measures upon the statute books has been steadily diminishing. Mr. Taft has been trying to arouse the Republican majorities in Congress to united action by sounding the slogan of "party pledges." When he is asked what he means by party pledges he refers to the latest Republican national platform, adopted at Chicago. Now it is quite true that some things in that platform represent ma-

ture and undeniable party opinion. But other things,—to some of which Mr. Taft points with particular insistence,—were inserted at the last moment by members of the Resolutions Committee at Chicago in order to placate a handful of people whose support was desired for something else.

*Two More  
Undeveloped  
States*

For example, one of the things that Mr. Taft has been pressing with the most urgent insistence is the immediate admission to Statehood of the two Territories of New Mexico and Arizona. A more undesirable proposition could not well be brought forward. There is not a man in public life in Washington, whether President, Speaker, or heads of the committees on Territories of the two Houses of Congress, who would think of favoring such a thing on its pure merits. They all apologize for it in private. Every opportunity for self-government that Arizona and New Mexico could reasonably wish for they already possess as Territories. And they are far from that condition of development which would justify their sending four Senators to Washington to help govern this great republic. Some ten years ago a so-called "omnibus Statehood bill" was moving swiftly toward the point of becoming a law. There was no opposition to it in the House; it was almost ready for passage through the Senate, and the President was prepared to sign it. It would have admitted what is now the symmetrical State of Oklahoma as two small States with a ragged, accidental boundary line separating them; and it would have admitted Arizona and New Mexico, both of which were in a condition of most scandalous unfitness. The entire business was an example of log-rolling; political trading; lobbying by mining corporations; railroad influence; Rough Rider sentiment,—in short, a throwing to the winds of regard for statesmanship and the wise making of history.

*States  
Once Made  
Remain*

To digress for a paragraph. Again and again this magazine has reminded the country that other acts of Congress, however reckless and foolish, can be repealed, but that the making of a sovereign State, once brought about, is a thing beyond the power of Congress to repeal or undo. Under our constitutional theory the actual child becomes the legal parent (and the real parent becomes the theoretical child) just as soon as the parent





ON THE ANXIOUS SEAT  
From the *Argus Leader* (Sioux Falls)

invests the child with certain attributes. It is our theory that the National Government is one of limited powers delegated to it by a number of pre-existing and indestructible sovereign States. It is now proposed, at this very session of Congress, to pass the magic wand over the desert sands of Arizona and over the adobe huts of the humble Spanish-speaking people of New Mexico. Then we shall have two more sovereign States able to assert that they have graciously yielded up some of their original and indestructible attributes of sovereignty. They will become full partners in that limited government at Washington which had bought them for a song from Mexico, and which ought to have dignity and firmness enough to keep them in their proper place of tutelage for perhaps forty years yet to come. The gentle reader who does not understand these things ought to be told that Statehood promises always bob up in platforms with a view to conciliating delegates in national political conventions. The pressure at the local end is more usually applied by the people who expect to get the seats in the United States Senate and by the interests that lie behind these aspiring persons.

How  
Oklahoma  
Was Made

But, to return to the narrative, it so happened that when the four-State omnibus bill was moving along, with nothing to obstruct it, there came about a vacancy in the chairmanship of the Senate Committee on Territories. An ambitious young Senator from Indiana, Beveridge by name, was appointed to that

chairmanship, nobody supposing that the agreed program was going to be disturbed. But Senator Beveridge was not sufficiently impressed by the doctrine of "pledges" and "bargains." There were those who did not believe that the four-State program was a proper one, and the new chairman was advised to study the question on its merits. He studied it even more thoroughly than his advisers had done. And he proceeded to block the program. He found a ready and strong supporter in Senator Nelson, of the same committee. Other members of the committee came into line, and Mr. Beveridge gradually secured for his views the authoritative support of his fellow Republicans in the Senate, excepting for a few who were affected by particular arguments not related to the national welfare. Senator Beveridge and those who stood by him succeeded in compelling the two halves of the old Indian Territory to come together again, and brought them into the Union as the one fine State of Oklahoma, for which nobody in the years to come will have any apologies to make. Oklahoma may have tried some rather crude experiments in her constitution and her statutes, but she will be the peer of her immediate neighbors. This magazine has sometimes ventured a few words in recognition of the public work of the Senator from Indiana. The time will come, a few generations hence, perhaps, when the people of Oklahoma will get a true perspective on the history of their own commonwealth. They will then erect a statue to their real founder,—namely, the chairman of the Senate Committee on Territories,—who had not only the right sense of history and the large vision of the future, but who also had the firmness and the fighting power to carry his measure to completion.

A Plucky  
Man's  
Surrender

Up to this time Senator Beveridge has been able to resist the schemers who have been at work incessantly to bring in New Mexico and Arizona. Some of these people have wanted to control the taxing power in those Territories on account of their large mining interests. Others have had political as well as business motives. Democrats have been so sure that they could control New Mexico and Arizona as States that they have naturally wanted to bring them in by way of balancing the "cowboy" States of the Northwest, such as Wyoming, and Idaho, and Montana. They are much less to be blamed than the

Republicans. Mr. Roosevelt wanted to keep his promises to his Rough Rider friends, and felt that, since the admission of those States some day was inevitable, his administration might as well have had the credit. Mr. Taft has been touring those parts of our beloved country, has made promises even stronger than Roosevelt's, waves the Chicago party platform in the face of Congress, and supports the chairman of the National Republican Committee in the demand for admission in time to give the credit to the present Administration amply in advance of 1912. If this be plain speech, it is all faithful and true; and nobody who knows the facts will venture even a mild denial. On the main point, the chairman of the Senate Committee on Territories has now yielded to the Administration.

*Who Will  
Be  
Senators?*

The Territories of Arizona and New Mexico are going to be authorized to prepare constitutions, and to enter upon Statehood after the acceptance of their organic instruments. It has been the tedious task of the Senate Committee on Territories to get the tricks and schemes worked out of the bills as drafted for enabling acts. Among other things, Congress is likely to insist upon converting New Mexico into an English-speaking State, and even having English taught in the public schools. There will be an effort made to guard the public interest in lands and in other minor ways to minimize the calamity of adding to our forty-six States two more that are not at all prepared for the responsibilities of Statehood. But there will be no way to mitigate the objection of having four new Senators of the United States come from communities which have not as yet bred national statesmen, and which have little reason to be proud of those who will most eagerly seek the places in Washington.

*The  
Railroad  
Bill*

There is no great pressure on the part of the public for any further legislation affecting interstate commerce,—that is to say, regulating railroads. It is true, however, that the Republican National platform promised to do certain things in this direction and that experience shows that they ought to be done. There should be further authority in the hands of the Interstate Commerce Commission over rates and classifications, and some public control of the issue of stocks and bonds. It would seem advisable, also, to

limit the power of the railroads to buy or hold stocks in other corporations. Furthermore, as respects prosecutions for violating the Interstate Commerce act, there ought to be some better distribution of authority and initiative between the Interstate Commerce Commission and the Department of Justice, while there is much to be said in favor of Mr. Taft's plan of organizing a distinct Court of Commerce to have jurisdiction in these transportation cases. There seems to be a fair prospect that some of these suggested changes may be adopted in the present session, but the business is not advancing eagerly.

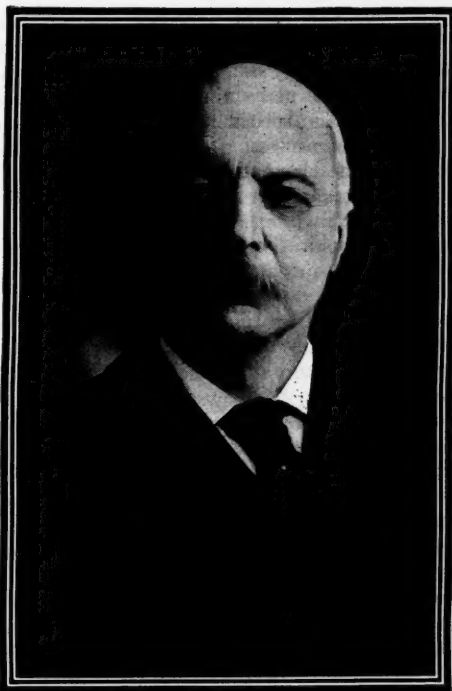
*Federal  
Charters*

The Federal Incorporation act drafted by Mr. Wickersham and others under direction of the President (upon the outlines of which we made some comment last month) has been perfected in certain details and introduced in both houses of Congress. In each house it was presented by the chairman of the Judiciary Committee,—Senator Clark, of Wyoming, and Representative Parker, of New Jersey. As introduced, the bill concerns companies with a capitalization of \$100,000 or more. It is not intended to apply to banks. It does not propose compulsory Federal charters. Its design is to permit companies doing an interstate business to incorporate under Federal law and to meet certain conditions which would,—

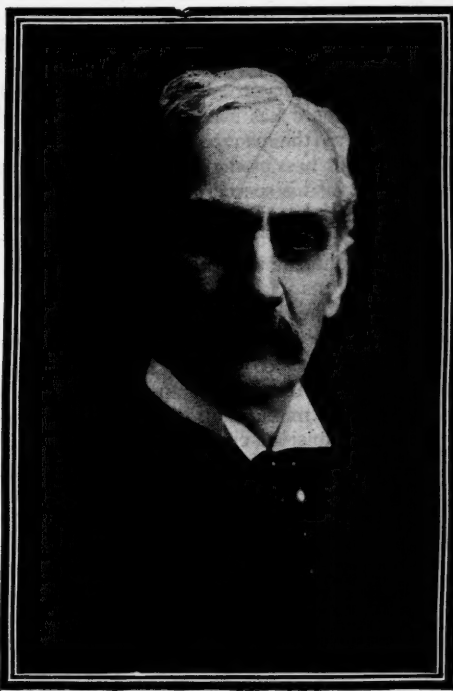


THE LITTLE BILLS: "If Papa Taft don't look out for us we'll never get past this gate dog."

From the National Syndicate (Baltimore)



Copyright, 1908, by Harris & Ewing  
 REPRESENTATIVE R. W. PARKER, OF NEW JERSEY



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 SENATOR CLARENCE D. CLARK, OF WYOMING

in the case of their conducting their affairs with propriety and good faith,—exempt them from all practical danger of being prosecuted, whether under State or Federal statutes. Mr. Taft, who strongly urges the consideration of this measure, admits that it is not in the line of any specific platform pledge of the Republican party. It is, however, much more in accord with party pledges than either the corporation tax that was adopted in the short session or the income tax that is contemplated in case of the adoption of the impending constitutional amendment.

*Waiting  
 for the  
 Court.*

Platform pledges would seem to have required an amendment of the Sherman Anti-Trust law. Mr. Taft and his advisers have, however, decided not to advise any changes in that statute. It has been decided to await the decision of the Supreme Court in the pending Tobacco and Standard Oil cases. It is hoped that the court will give so broad and rounded an interpretation to the existing laws that Congress may know what to do on the one hand, while business men may know what to do on their part. At present Con-

gress does not know how the law ought to be amended, if at all. Business men do not know how to carry on large industrial companies without incurring risk of prosecution. A great number of the large companies, of which the Standard Oil is a type, have been formed by bringing together a series of smaller companies engaged in the same kind of business. For various reasons of convenience these smaller companies have been kept nominally in existence, their stock being held in the treasury of the absorbing corporation or "trust." Under the Taft-Wickersham Federal Incorporation bill this form of organization would apparently be illegal. The Circuit Court has called this form illegal in the case of the Standard Oil Company. There lie ahead of us, apparently, some important changes in the structure of the great industrial companies, and in their relations to law and government. Their bigness will not be assailed, but they will not be permitted to use destructive or intimidating methods for the extinction of competitors. It will sometimes be difficult to draw the line, but in general the rules of conduct in such cases are not hard to determine. They could be found under common law with no federal statute at all.

*Allaying  
Anxiety.*

Apprehension and uncertainty about possible attacks upon large corporations have recently had a marked tendency to disturb the stock market, and there has been fear lest they might also retard the progress of actual industry. Mr. Taft has used various occasions, notably that of his speech at New York on Lincoln's Birthday, to assure the business world that there is no intention to pursue corporations in a hostile spirit. It is true, as he said, that "it rests with the National Government to enforce the law." And he went on to say: "If the enforcement of the law is not consistent with the present methods of carrying on business, then it does not speak well for the present methods of conducting business, and they must be changed to conform to the law." It should be remembered, though, that the present methods of carrying on business have been developing for a long period, and that this very law to which Mr. Taft refers has been lying unchanged and almost ignored on the statute books for many years, until recent agitations. If the modern ways of doing business are right, then why not change the law to make it meet actual conditions, instead of trying to change the structure of the business world to meet the arbitrary requirements of an old statute?

*The  
Corporation  
Tax*

The Internal Revenue officials throughout the country reported late in February that corporations, as a rule, had been dilatory in filing the statements required by the new federal tax law. In several of the large cities, however, it seemed probable that there would be few missing returns on the first day of March, the expiration of the term provided by the law for the rendering of these statements. The return through the mail of blanks which had been forwarded to the addresses of corporations by the Government officials indicated that many companies that had received charters probably never engaged in actual business. In the Territory of New Mexico, for example, the list of corporations chartered showed more than 26,000, but it is strongly doubted in the office of the Commissioner of Internal Revenue if there are 5000 corporations on the actual list. On the whole, it seems probable that the income-producing quality of the new corporation tax has been greatly overestimated. It was also discovered last month by President Taft that no appropriation had been made by Congress to make effective the publicity feature of the

law. No part of the \$100,000 appropriated for the expenses of collection can be used to index and display the returns of the corporations and to make them accessible to the public. If no special appropriation is made by the present session of Congress for this purpose the element of publicity will be entirely eliminated from the operation of the law. Meanwhile, several cases intended to test the constitutionality of the tax are pending in the courts.

*Governor  
Hughes and the  
Income Tax*

Much time must elapse before the fate of the income-tax amendment to the federal Constitution can be known, but newspaper speculation as to the outcome cannot wait for legislatures to meet. Meanwhile, opponents of the measure were greatly encouraged in January by the special message which Governor Hughes sent to the New York Legislature recommending rejection of the amendment. Governor Hughes, who declared himself in favor of a federal income tax on principle, objected to the proposed amendment on the ground that it would confer on Congress the power to tax incomes derived from State and municipal bonds. It may be held, of course, that Representatives and Senators, jealous of the rights and privileges of their respective States, would never consent to the imposition of any federal tax that would work injury to State or local governments, but Governor Hughes was able to show that Congress has attempted to impose such taxes in the past, and at all events a power should not be conferred if it is not intended that it should be exercised. Federal Supreme Court decisions were cited by the Governor in support of his contention. While his argument was both cogent and lucid, its importance lay not so much in the soundness and force of its legal contentions as in the effect which such a deliverance in the form of a message from the Governor of the Empire State to the Legislature was sure to have upon the discussion of the income-tax within and without the State. It had been assumed from the outset that the State of New York and probably all of New England would reject the amendment. Other States, it was known, were waiting on the action of New York. The message of New York's Governor gave the opponents of the amendment throughout the country an argument which they could use with telling effect in their legislatures. Up to the present time, however, they have had little opportunity to use it.



*Chances  
of  
Adoption*

Only thirteen States of the Union have regular legislative sessions during the current year. In the State of Illinois, however, a special session of the Legislature has been called and will consider the income-tax amendment along with other propositions. Among the legislatures meeting this winter, those of Ohio, Illinois, Mississippi, Kentucky, Virginia, and South Carolina are expected to take action. Of these, Illinois and Ohio are counted as doubtful, if not positively hostile to the amendment. A majority of the State legislatures will assemble in January, 1911. Before that time it will be impossible to determine whether or not the amendment has any chance of ratification by three-fourths of the total number of States. Only twelve States are required to defeat it, and its opponents are now confident of having secured the opposition of at least eleven, while five others are counted on as more likely to reject than to adopt the amendment. The only State that has thus far taken affirmative action is Alabama, whose Legislature unanimously adopted the amendment.

*A Possible  
Way  
Out*

There is at least one course open to friends of the amendment which might greatly improve its chance of acceptance. The only change in the wording required to meet the objection raised by Governor Hughes is the omission of the phrase, "from whatever source derived," as applied to the individual incomes to be taxed. There is yet time for Congress to pass the amendment with those words omitted, and submit it to the States before the meeting of the legislatures in 1911. Such a course would certainly nullify the particular objection made by Governor Hughes and would probably unite in the support of the amendment all who think as he does that the federal Government should have the power to tax personal incomes when the exigency requires, but that the States and the governments created by the States should be clearly exempted from any possible injurious exercise of the taxing power by the Government at Washington. Governor Fort, of New Jersey, takes issue with Governor Hughes on the question of approving the proposed income-tax amendment, holding that Congress may be trusted not to lay any tax with the view of destroying the power or integrity of the individual States. The matter has also come up for discussion in the United States Senate, where Senator Borah, of Idaho,

has cited constitutional authorities tending to show that Congress already has all the taxing power that any sovereign State could have, and that hence the language of the pending amendment can add nothing to that power. Senator Root, of New York, believes that the amendment should be adopted, and it is expected that he will address the Legislature of his State in opposition to the views of Governor Hughes.

*Why  
Living Is  
Expensive*

Both houses of Congress have undertaken to investigate the subject of current prices as bearing upon what it costs the ordinary family to pay its necessary bills for food, clothing, and other commodities. Congress will doubtless obtain some useful information. The Agricultural Department, from its own standpoint, is inquiring into the country's food supply, and its inquiry must cover cost of production and prices from the producer to the consumer. A generation ago the complaint always was that the railroads charged so much that the producer was kept poor and the consumer was kept hungry. It has become the fashion to shift the accusation from the railroads to the trusts. With a few people it is still a habit to lay it all to the tariff. As a matter of fact, the strain is principally due to stupendous changes in the habits of the people. Things that were the luxuries of the few, twenty or thirty years ago, are now the necessities of the many. If there is a meat trust,—and there seems, of course, to be some kind of combination of great packing interests,—its chief fault from the consumer's standpoint is that it does not go far enough. It ought to carry the full benefit of its facilities to the very door of the consumer. It ought to enter upon a campaign to teach the people that they need not buy sirloin steaks when the cheaper cuts of meat would be just as wholesome. If we are to have monopoly at all, we ought to enjoy its unobstructed benefits. We should also have a new kind of education dealing much more directly with the plain, practical problems of every-day life. If the tariff is amiss, let it be reformed. If the trusts are oppressive and make prices too high, let the remedies be applied. If the railroads are at fault,—they seem to be chief sufferers,—let producers and consumers join to get better rates. But the fundamental problem concerns the habits and customs of the people. Apart from that, there is no answer to the argument that the new flood of gold has made prices higher.

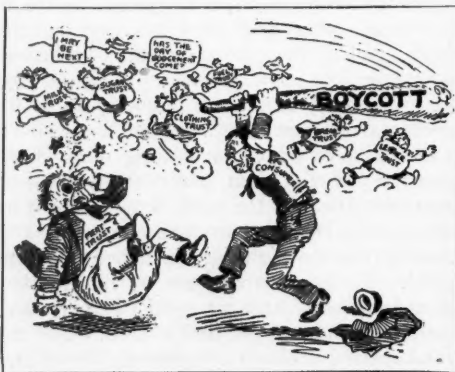
*The  
Meat  
Boycott*

In the case of meat, the price has risen to such an extent that the people have not been content to await the result of long-drawn-out investigations, but have taken a radical step on their own account. The popular protest against the high price of meat took the form of a boycott that rapidly grew to widespread proportions. The movement began in Cleveland, in the middle of January. Started by a factory foreman, the idea immediately spread throughout the city. Labor unions, clubs, and other organizations, as well as individuals, joined the movement, and in a few days a hundred thousand people had pledged themselves to eat no meat for a period of two weeks or thirty days. The boycott quickly spread from Cleveland to other cities, particularly the large packing centers like Chicago, Omaha, and Kansas City, and to cities of the East and the South, notably Boston, Pittsburg, Baltimore, Richmond, Memphis, and Atlanta. Buttons and placards were distributed bearing such legends as "I don't eat meat, do you?" and "No meat for mine until March 1." It is estimated that fully a million people were involved in the movement. The boycotters took the ground that by abstaining from meat for a time they could not only administer a rebuke to the "meat trust," but, by decreasing the demand, force down prices. These results were in a measure accomplished, locally and temporarily. In certain localities retailers cut their prices as much as 50 per cent. in order to get rid of their stock. Some dealers even shut up shop altogether for the time being. But the producers and packers promptly reduced their shipments of beef to the boycott centers, adjusting the supply to the decreased demand

and keeping up the former high prices, in some cases even raising them, to make up for diminished sales. An unlooked for result of the decreased business was the curtailment of help, packing houses discharging some of their drivers and retail dealers dispensing with the services of employees. Another natural result of the boycott was the increased consumption of fish and vegetables, and the appearance of meatless menus at many private tables and public restaurants. Owing to the public interest in the subject of our meat supply at the present time, we have secured for this number of the REVIEW (page 308) an informing article on the beef industry, by Mr. Walter C. Howey, of Chicago, dealing with the various processes of beef in its course from "the hoof" to the table of the consumer, which will well repay a careful reading.

*Business  
Reaction  
Improbable*

In mid-February, just as in August, the curve of business activity swings low, customarily. Last month the question was raised whether this business slackening could be considered unseasonable. President Earling, of the St. Paul Railroad, reported some cancelling of orders by merchants in the Northwest. Since the state of trade had been improving in nearly every important line with steadiness for about two years, this aroused many more special reports from different sections. One of these came from President Hughitt, of the neighboring Chicago & Northwestern Railway, who found nothing backward in his territory. Most of the reports reflected quiet, but optimism. The banks in the South and West were experiencing good demands for money. Indeed, unusual stores of cotton and grain are being held by the farmers of those sections, and the local supply of money to finance their holdings has been ample: The bank clearings for the whole country were heavier in January than for any preceding month in the history of the United States. In New York City the transactions in stocks and bonds call for checks of inordinately large amounts, not representative of trade in general. But even outside of that city the increase in clearings was 14 per cent. over January, 1909; 27.3 per cent. over January, 1908, and 8.8 per cent. over the busy month of January, 1907. All but nine cities out of the 132 showed gains over the corresponding month of last year. Contrariwise, there was 10 per cent. less building under way than during the very active January of



THE WORM TURNS

From the *Spokane-Review* (Spokane)

1909. And although pig iron production fell only 1 per cent. from the high record of December, the inquiries which would mean production for the next three months were falling off. Such conflicting figures support the widespread opinion that American business men, although they see no definite check to prosperity ahead, are puzzled by the recent severe break in the prices of standard stocks, and have become accordingly cautious.

*Stocks,  
Trade, and  
Railroads*

On February 8 the average price of representative railroad stocks got down to \$119 per share. In the autumn the price had been \$134. Most of the difference had been marked off just preceding February 8. To this heavy break in prices, covering a theoretical difference in value for sixty stocks of more than a billion dollars, can be ascribed the immediate cause of merchants' and manufacturers' hesitation. To what a large extent these price changes are technical and financial, of more concern to investors than to the producers and distributors of American commodities, is explained on page 374. As to railroads, one condition weighs upon their profits much more directly than upon the earnings of those they serve,—namely, the "higher cost of living." This is a very real drain upon the net earnings of a corporation prevented by public sentiment or legislation, or both, from raising its rates to keep pace with its increased bills for everything, from paint to labor, of both of which, for example, the railroads are the largest consumers. Thus, the latest monthly earnings of the Atchison railway, although its "gross" was actually larger, showed a loss of more than a million dollars from the month preceding in "net," due to higher expenses. The same is true of the Northwestern, the Illinois Central and the Union Pacific, among many other representative companies. Thus for two years comparatively few new roads have been built or new cars or locomotives ordered. However, these conditions affect the owners of railroad stocks more than the shippers and travelers from communities already well served by railroads.

*Exports  
and  
Crops*

The broadest business viewpoint of all looks to the nation's productiveness, and to the ability of other nations to pay for their share of exports. Upon this fundamental ground the attempted comparison of 1910 with 1906 fails utterly. In every civilized nation

money this year has been much "easier" than it was four years ago. Although there are tariff questions pending between Germany, Italy, France, and other countries, there is by no means such danger of war as has made itself felt in times not long past. For the United States the balance of trade, the excess of exports of merchandise over imports, is entirely too far below normal. It is only about six months, in fact, since the balance was the other way. Since then the excess of exports has not averaged one-fourth of the \$100,000,000-a-month average during the end of 1907 and beginning of 1908. However, the basis of a trade balance rests upon crops. The crop outlook for the United States is very bright. This year's acreage is to be a large one. And no reader needs to be told that prices for farm products are high. The prospect for winter wheat is, perhaps, unprecedentedly favorable.

*The Glavis  
Charges in  
Congress*

The investigation by a joint committee of Congress resulting from charges in the so-called Ballinger-Pinchot controversy went forward last month with doors wide open to the public and upon a plan of the utmost thoroughness. After Mr. Glavis and others attacking the Secretary of the Interior had for some days been represented by several lawyers, it was desired by the committee that Mr. Ballinger should also engage counsel, so that the procedure on both sides might take the same course. Mr. Ballinger preferred not to be represented by Western lawyers, who might have land cases pending before the Department. By advice of President Taft, therefore, he obtained the services of a Tennessee lawyer, Mr. John J. Vertrees, who came into the case as an entire stranger, with a high professional and personal reputation. As an expert in the land laws Mr. Carl Rasch, formerly United States District Attorney in Montana, assists Mr. Vertrees. The attack upon Mr. Ballinger is principally represented by Mr. Louis Brandeis, a prominent Boston lawyer, who was at the start retained in the interest of Mr. Glavis, and of the charges which have been urged from week to week through the pages of *Collier's*. We can do no better than to remind our readers of the suggestions published in this REVIEW last month, to the effect that wise men might allow themselves to avoid a controversial attitude of mind in this whole affair until they were in possession of all the facts.



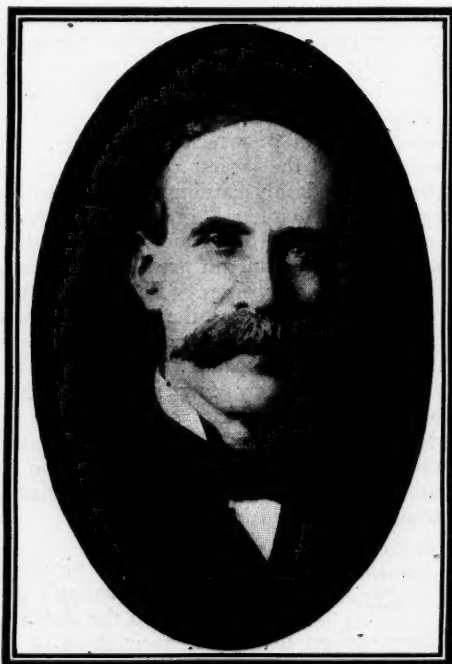
Photograph by Harris &amp; Ewing

MR. LOUIS BRANDEIS  
(Counsel for Mr. Glavis)

*Pinchot on the Conservation Bills*

Nine bills relating to the conservation of natural resources, prepared under the direction of Secretary Ballinger, were introduced in Congress on January 18. Mr. Pinchot, as president of the National Conservation Association, has issued a statement on these bills. The most important is the one that gives clear authority to the Executive to guard the public domain by withdrawal of lands. As reported by Senator Nelson, this bill ought to be promptly passed. It has the support of the Administration and also of Mr. Garfield, Mr. Pinchot, and the association they represent. The bill relating to coal and the one dealing with phosphate, oil, asphalt, and natural gas separate the surface of the land from the underlying minerals, provide for the disposal of minerals by lease and not by sale, are said to be modeled on Mr. Nelson's former bill, and are commended by Mr. Pinchot, who proposes desirable amendments. Mr. Pinchot commends the bill for the survey of railroad land grants, with suggested amendments. He criticises the water-power bill from sev-

eral standpoints. Each of his criticisms is worthy of the most thorough consideration at the hands of the appropriate Congressional committees. It ought to be easily possible to pass a bill that would encourage the development of unused water powers, while retaining the Government's right at some future period to resume its control or make a fresh lease. Mr. Pinchot criticises that detail of the bill dealing with reclamation projects which would seem to permit the sale of water to any persons except actual residents and occupiers of the reclaimed land. He passes over all the other matters presented in the Ballinger bill regulating reclamation projects. Mr. Pinchot's discussion of this bill is not complete enough. His reasons for opposing the Ballinger bill for the sale of timber and timber lands are, however, clearly and strongly stated. This is Mr. Pinchot's own special subject, and his views upon it are entitled to the highest respect. He opposes the bill for the classification of public lands as failing to separate the surface from the underlying mineral. It is already plain that as president of the Conservation Association Mr. Pinchot can render the country a most useful service.



Photograph by Clinebost

MR. JOHN J. VERTREES  
(Counsel for Secretary Ballinger)



*Seeking  
the South  
Pole*

Next fall and winter will probably witness an exciting race between two well-equipped Antarctic expeditions, one American and one British, to "discover" the South Pole. Preparations for the British expedition, which is to be under the command of Capt. Robert F. Scott, of the Royal Navy, have already advanced far, and the British Government, as was noted last month, has granted \$100,000 toward defraying the expenses of this enterprise. In the summer of 1901 Captain Scott led an Antarctic expedition, which was remarkably successful from the standpoint of scientific research. He intends to go over much the same route as that taken by Lieutenant Shackleton two years ago. The British plans had scarcely been published to the world before Commander Peary, in a speech last month at a remarkable testimonial given to him at the Metropolitan Opera House in New York City, announced that he would help send an American expedition to the Antarctic in the *Roosevelt*, the ship that took him to the far north. Commander Peary received an enthusiastic ovation when he declared that the \$10,000 presented to him on that occasion would be deposited in a bank as additional contribution from himself toward fitting out the American South Polar expedition. In communicating this offer to the National Geographic Society Commander Peary made the one condition that the society itself raise \$50,000 as its share of the undertaking. This condition has been accepted. Commander Peary does not intend to take part in the proposed expedition himself, but plans to place it under the com-

mand of Capt. "Bob" Bartlett, who accompanied him to the north.

*Return of  
Dr. Charcot*

The American expedition, if all goes well, will start from the United States some time in the coming autumn. Coates Land, which is on the Antarctic "continent," south of Cape Horn, will be the starting-point. Leaving this region in February, 1911, it is hoped that in about one year the South Pole will be reached, possibly (to quote the good-humored irony of Lieutenant Shackleton) "to find the British expedition already there." By an interesting coincidence, just as the newspapers were announcing the friendly rivalry of America and Britain in this matter of South Polar exploration, a cable dispatch from Punta Arenas, the southernmost point of Chile, told of the arrival of Dr. Charcot, the French scientist, with his ship, the *Pourquoi Pas*, after more than a year's exploration of the Antarctic. Dr. Charcot left France in August, 1908, with his expedition, consisting of a number of experts in astronomical, meteorological, and biological science. Dr. Charcot himself is an expert bacteriologist. He reports having reached latitude 70 degrees south, to have discovered new land, surveyed coast lines, rectified old maps, and secured much new valuable scientific information.

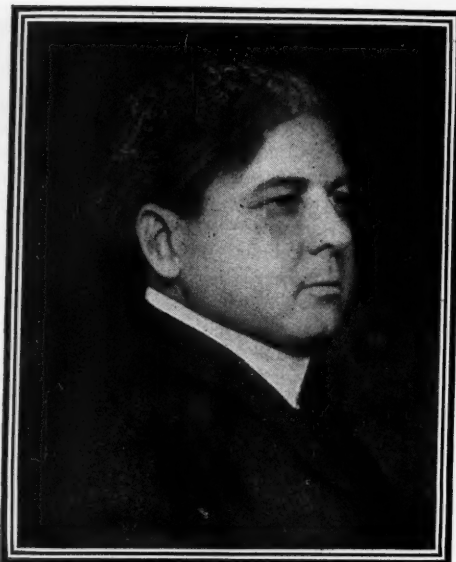
*Canadian  
Topics*

The great development of the Canadian Northwest, with the consequent increase of the world's wheat crop, has been one of the most remarkable phenomena of the past two dec-



JOHN BULL EN ROUTE FOR THE SOUTH POLE HAS A VISION OF A RIVAL

From the Times (New York)



HON. RICHARD M'BRIDE, PREMIER OF BRITISH COLUMBIA

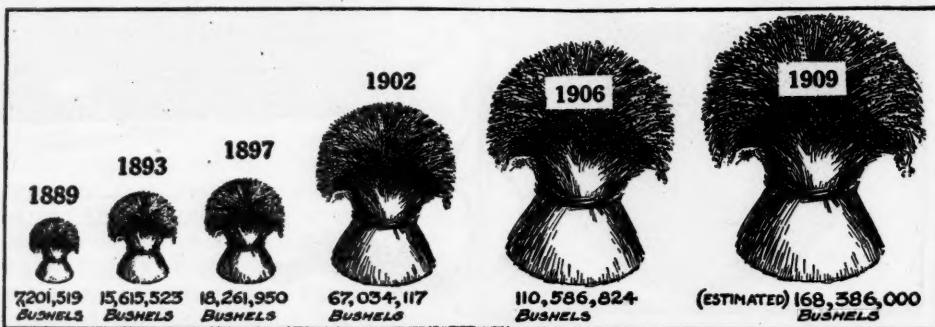
(The coming statesman of the Canadian West, who has recently been returned to power by large majorities)

ades. In the ten years ending last December the provinces of Manitoba, Saskatchewan, and Alberta increased the area under cultivation from 2,000,000 acres to nearly 7,000,000. We reproduce on this page a striking diagram illustrating this fact from the *Monetary Times* of Toronto. The Dominion is very proud of its agricultural resources, and next of its progress in railroad building. According to a recent publication of the Department of the Interior at Ottawa, more than 1100 miles of railroads were built in the year 1909. Upon the first day of the present year it was estimated by the statistician referred to

above, that there were 24,104 miles of railway in operation in the Dominion. Canada, as well as the United States, has a conservation problem, and she is facing this problem with vigor and far-sightedness. The Honorable Clifford Sifton, M. P., who is chairman of the recently formed Commission for the Conservation of the Natural Resources of Canada, has organized a field service which is at present inspecting the forests of the country. According to the estimate of the Census Bureau, the population of Canada at the beginning of 1909 was slightly over 7,000,000. A Canadian topic of particular interest to Americans last month was the first municipal election held in the city of Montreal under the system recently inaugurated, doing away with the Aldermanic Committee plan. Dr. Guerin, the new Mayor, a leading Catholic physician, was the nominee of the Citizens' Association, which for several years has been fighting the "graft" element of the city. All the members of the Council in any way connected with the old régime were defeated at the late election.

Politics and  
Industry in  
Newfoundland

After years of apparently fruitless negotiations it now seems as though the coming summer would witness a definite settlement of the vexatious fisheries dispute between the governments of the United States and Newfoundland. June 1 has been fixed as the date for the first meeting of the International Court of Arbitration at The Hague, for the final adjustment of all differences between the United States and Great Britain growing out of the Newfoundland fisheries problem. Senator Root has been chosen to be American counsel before the tribunal. Most of us are wont to believe that the fisheries industry is the only one engaging the attention of Newfoundlanders. It is a re-



THE REMARKABLE INCREASE IN THE WHEAT YIELD OF CANADA SINCE 1889

markable fact, however, that during the past three years this North American possession of Great Britain has developed at a rapid rate, commercially and industrially. The value of the fishery industry for 1909 is reported as double that of the preceding year. During 1909 also there was opened on the island the Harmsworth Mill, one of the largest pulp and paper plants in the world. On January 26, the opening day of the winter session of the colonial legislature, all the local newspapers printed their issues on the first paper ever manufactured on the island from native stock. Early last year, it will be remembered, Sir Robert Bond, the Premier, resigned, and in the general election that followed in May there was a complete change of political supremacy, resulting in the elevation to the premiership of Sir Edward Morris. The mining industry of Newfoundland is being developed at a rapid rate. Statistics show a greater increase in value of minerals taken out in the past six months than in the two years preceding.

*The New  
Law for  
Porto Rico*

The bill embodying President Taft's ideas on the reforms necessary for government in Porto Rico was submitted to Congress on January 29. This measure, drafted by Secretary Dickinson after his recent visit to the island, is to be an organic law to replace the Foraker act. It provides for voluntary, individual citizenship on the condition that the applicant for naturalization can read and write, owns taxable property, or is a member of a firm that owns taxable property. The measure also provides for a Senate of thirteen members, eight to be appointed and five elected. The Legislature is to meet every two years, although elections are to be held once in four years. The Governor, under the provisions of the new law, will hold office at the pleasure of the President of the United States, without any fixed term, and all officials of the courts are to be appointed by the President. Other provisions of the bill are for a central bureau of health, a civil-service system, and a duty on coffee to foreign countries. The budget for the present year, the passage of which in preceding years has been obstructed and postponed to the last moment, was passed by the Legislature on January 29, on the fourteenth day of the session. Early last month the Porto Rico Association was formally organized by prominent business men of the island. The

purpose is to "advertise Porto Rico, to secure markets for her coffee and fruits, and to serve as a medium for information, both locally and abroad."

*The Presidential  
Campaign  
in Mexico*

As the Presidential campaign proceeds in Mexico, slowly and, so far as the outside world is aware, without undue excitement, the American people, with an interest that is based on political, economic, and humanitarian considerations, watch and hope for the election of a worthy successor to Diaz in the Presidential chair in Mexico City. The present year is to be a memorable one for Mexicans. In June the Presidential election will be held. On September 15 General Diaz will celebrate his eightieth birthday, and, it may be safely predicted, all Mexico will celebrate with him. The very next day, — September 16, — the country will commemorate the one hundredth anniversary of Mexican independence.

*Mexico  
Under  
Diaz*

What is actually happening in Mexico under Diaz? Is it true, as set forth in a number of articles recently published in American newspapers and magazines (from one of which we quoted in our issue for November last), that the land is full of political unrest, riots, corruption, slavery, and political murder, with revolution and chaos to follow in the near future? General Porfirio Diaz came into the Presidency in 1877 and, excepting the four years from 1880 to 1884, has governed Mexico continuously and absolutely to the present day. His power originated in physical force and has endured by virtue of mental supremacy. He took up the management of a nation involved in revolution, yet endowed with a constitution granting liberty of life and property and a system of courts admirably planned to administer justice; a nation with little or no credit, inadequate transportation facilities, few industries, no prosperity, but with a potentiality in its mines, its lands, its rivers, its forests, sufficient to arouse enthusiasm in the most conservative. Commercially his control has brought remarkable results, a staunch credit, railroads, steamship lines, factories, irrigation, water-power, mining development, agricultural growth. Politically he has silenced revolutions and made progress toward putting into practice the principles of the constitution and the enforcement of the laws. Life and property are safe in Mexico to-day.

*Mexico's  
Problems*

A nation's growth and age come even more slowly than a man's. The maturity of Diaz the man must outrun that of his country. His mind foresaw this, and besides the results he has accomplished, political and commercial, he is to be credited with really noble efforts to pave the way for his successor. How difficult is his task can only be felt by those who know the life and thought and, above all, the hereditary character of the Mexican people. Diaz is sure that the spirit he has established will not brook from another the absolutism which he inaugurated and maintained, an absolutism no doubt just as essential in the early formative period as it is repugnant to the more developed character and mind of the nation. On the other hand, he remembers how little time and opportunity his people have had to learn self-government. The very element of his system which was so necessary in the constructive period has prevented the development of characteristics in his people which would solve the problem now confronting the country. At the same time no other man can wield the club he has handled so easily. The nation is not yet educated to democratic government, and yet it has passed out of the stage of one-man power. What is to be the compromise?

*Slow  
but Steady  
Progress*

There is among Mexicans an ever-growing demand for more congressional power, a more independent judiciary, and a general observance of constitutional rights, which, in Mexico, are as liberal as anywhere. Real popular education and the break-up of the present system of large land holdings are also demanded. That serious abuses exist cannot be denied. But Mexico is a land of promise, not yet a land of perfection. An illustration of how she is progressing may be found in the dispatch from Mexico City, given in the newspapers last month. Governor Landa of the Federal District, we are told, is preparing to erect modern tenements in the capital at a public expense of \$8,000,000 (Mexican), the object being to improve the condition of the poor. The tenements will be rented and looked after by the district government. The proposed new buildings will be modern as to construction and sanitary equipment. The American people and Government are in full sympathy with Mexico's efforts to enlighten herself and to progress in the paths of peace.

*The  
Situation in  
Nicaragua*

Although the news dispatches from the seat of the civil war in Nicaragua have been rather confusing for some weeks, it became evident by the middle of last month that the revolutionists were winning. The two armies of General Estrada were advancing westward. It was reported that they had defeated the government troops in several engagements. Their object was to capture Managua, the capital, where Dr. Madriz, who was elected in December to succeed Zelaya, administered the government by military force. Two American war vessels, under command of Admiral Kimball, have been in the harbor of Corinto, Nicaragua's seaport on the Pacific, for several weeks in order to protect American citizens and American interests in the region. Whether there is to be any further service required of the American warships and marines depends entirely upon the character of the settlement which is made of the Nicaraguan dispute. While the civil war continues in Nicaragua, the Central American Peace Congress has been in session at San Salvador. It has adopted resolutions favoring the gold standard, a system of tariff reciprocity for the five republics, the unification of their consular services abroad, and the compulsory use of the metric system.

*Building  
Warships for  
Foreigners*

A most auspicious beginning has been made by American manufacturers in the business of building warships for foreign powers. We remarked last month that despite the charge made of South American hostility growing out of the State Department's attitude toward Nicaragua, Secretary Knox's Latin-American policy had been justified by its results. A striking illustration of this fact was furnished a couple of weeks ago by the announcement that at the very time when the course of the State Department toward Chile and Nicaragua was calling forth so much hostile criticism the Argentine Republic was induced to award to American firms contracts for the construction of warships to the value of \$22,000,000. The contracts for building these vessels, which are to be of the *Dreadnought* class, were signed in London on February 5 between representatives of the Argentine Government and the president of the Fore River Shipbuilding Company, of Quincy, Mass. The ships will each be of 28,000 tons displacement, and must develop a speed of twenty-two and a half knots. The Fore River Company will build only one of



the ships. It has sublet the contract for the other to the Camden (N. J.) works. At the same time as the building of the battleships was authorized agreement was made to purchase a million dollars' worth of steel from American mills.

*The Liberal  
"Victory"  
in England*

Disappointment as to the present and uncertainty as to the future is the way a prominent English Liberal leader is reported as summing up the after-election feelings of his party. An equally unsatisfactory state of mind has evidently taken possession of the Unionists and the so-called Laborite group. The only political camp in Great Britain in which there is any degree of elation over the results of the general election, which ended on January 29, is that of the Irish Nationalists. The Liberal Ministry, in appealing to the country, asked and hoped for a popular verdict which would return them to power with a good working majority. The figures of the final count, however, give them but one vote more than their Unionist opponents,—274-273,—and make them absolutely dependent for the enactment of their extensive program into law upon the Labor members and the Nationalists. These two groups, it is true, almost always vote the Liberal way, or, to put it in other words, never vote with the Conservatives. Mr. Asquith, however, will have to satisfy these gentlemen in every case before the Liberal program can be carried to victory. The position of the Premier is well set forth by a cartoon from *Punch*, which we reproduce on this page.

*Unionist  
Gains Not as  
Expected*

If the Liberals are disappointed at their reduced majority, it cannot be said that their Unionist opponents are any more satisfied. They completely failed to secure the large vote they expected. Basing their figures on the by-elections, and in view of the historic fact that for the last half century only one British Ministry has gone to the country for re-election and escaped defeat, the Unionists had been predicting the overthrow of the Liberals and their own triumph. The results, however, while showing considerable Unionist gains, have not nearly justified their expectations, and Mr. Balfour is reported to have openly admitted that his party would not willingly assume the direction of the government on such a slender majority as is now commanded by Mr. Asquith. The Parliamentary strength of the Irish party remains



THE "MANDATE" AS MR. ASQUITH VIEWS IT NOW

LIBERAL CHAMPION: "I asked for a charger, and they give me this!"

From *Punch* (London)

the same as before election, 82, of which 10 are Independents, followers of Mr. O'Brien, and opposed to the Redmond leadership. During the past six successive elections the status of the Irish group has remained practically unchanged. This prompts one of the Liberal English leaders to remark that "while the stable English vary at the polls, the fickle Irish remain invariably solid."

*What  
Can the  
Liberals Do?*

The final election figures, 274 Liberals, 273 Unionists, 82 Nationalists, and 41 Laborites, will give Mr. Asquith a majority of 124, always providing he keeps in line the Irish and Laborite members. What can he do with such a majority so constituted? When Parliament formally assembled on the 15th of last month it proceeded at once with the ceremonies of swearing in the members. This procedure continued until the 21st, when the King's speech was read before the new House of Commons. The ministry owes its rather precarious hold on life largely to the fact that the electoral funds have been quite exhausted by the recent election, making a second ap-

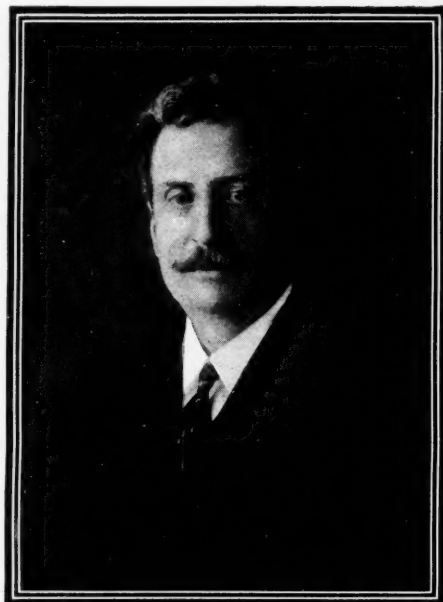
peal to the country out of the question just now, much as such an appeal might be desired to secure a more definite mandate from the people. It seems certain that a vote in the budget will be taken very early in the session and then immediate attention given to the question of the veto power of the Lords.

*Strong  
Position of  
the Irish*

That the Irish members realize their strength in holding the balance of power is clearly indicated by the "ultimatum" reported to have been delivered to Premier Asquith on February 11 by Mr. Redmond, leader of the Irish party. Mr. Redmond, who has just been re-elected president of the United Irish League, delivered his "ultimatum" at Dublin, upon the occasion of his election, in these words:

Mr. Asquith is a man of his word, and I would not insult the Prime Minister by suggesting that he is likely to go back on his Home Rule declaration. For the government to pass the budget and postpone the veto question is a policy that Ireland cannot and will not approve, but if the Premier stands to his pledges he will have the support of the Irish party.

Later it is understood that Mr. Redmond gave the Premier assurance that the Irish members would "make no deliberate attempt to embarrass the government as in the matter of the order of dealing with the budget and veto questions." At the annual meeting of the Independent Labor party, held at Newport on February 9, Mr. James Keir Hardie, presiding officer, announced that the Liberal program was not radical enough to suit his party, the policy of which was "to sweep the



MR. JOHN REDMOND, LEADER OF THE IRISH NATIONALISTS IN THE BRITISH PARLIAMENT

Lords into oblivion at once." It should be added that the suffragette leaders have sent an open letter to the Premier promising for the present to "abstain from militant tactics" until the government has had a fair opportunity of stating its intention concerning "Votes for Women."

*What Did  
the Election  
Decide?*

It may be said the election has really expressed nothing clear or decisive as to public opinion regarding the three main questions before the electors: (1) Mr. Lloyd-George's "Socialistic" budget; (2) the conflict between the Lords and the Commons; or (3) Free Trade vs. Tariff Reform (Protection). It is taken for granted that the House of Lords will pass the budget, since, on the face of the election returns, the country decided against the Peers on this question. In order, however, to secure the certain support of the Irish in passing this budget, and in subsequent reform legislation touching the House of Lords itself, it is believed that the Chancellor will be obliged to modify the budget, probably omitting the whisky tax, which is obnoxious to the Irish. The reform of the House of Lords seems to be assured, both parties now supporting it. Conservatives of all shades of opinion and the



THE BALANCE OF POWER IN ENGLAND  
From the *North American* (Philadelphia)

Lords themselves have already expressed themselves as willing to accept moderate changes at once in order to ward off more drastic reforms later. It seems likely that some sort of Home Rule measure for Ireland will be introduced in the Commons. The solid Conservative vote and some of the Liberal strength, however, is certain to oppose any such measure, and the attainment of Home Rule is therefore still an uncertainty of the future.

*Good Record  
of the Last  
Parliament*

Despite the bitter feeling stirred up by the recent election it seems to be generally admitted in England that the record of the Parliament just ended is a noble one for the number of worthy and useful measures it enacted into law. Radical reforms were effected in the military establishment of the Empire by the annual army act. Three significant laws affecting the navy were passed, all making for a united imperial sea power in which the colonies should eventually take part. The Irish Land act was a rather complex measure. Its net result was the appropriation on imperial credit of a large sum of money additional to the amount appropriated by the Wyndham act of 1903 to aid in the purchase of land by Irish tenant farmers. The Indian Councils act, by which it was hoped to

alleviate discontent in India through giving the natives a greater share in the government, seems to have begun well. Good results also have already followed from that epoch-making statute accomplishing the federation of South Africa. In the line of "Social Reform" the record of the recently ended Parliamentary session was a noteworthy one. The inauguration of national labor exchanges was intended to deal with the unemployment question in a broad and progressive way. This system was put into effective operation on the first of last month, when 100 exchanges were opened throughout Great Britain. The object of these exchanges is not charity or relief, but to bring unemployed men and women into communication with employers desiring labor. Another important labor measure is the Trade Boards act. These Trade Boards are established to consider "any matter regarding industrial conditions in their trade upon reference from a government department and to report thereon." The last Parliament also passed Mr. John Burns's Housing and Town Planning act, which regulates "the construction of better dwellings for the poor and aims to wipe out overcrowded and unhealthy quarters in the cities by compulsory process." The entire number of laws placed on the statute books by the last Parliament was 49.



PARIS UNDER FLOOD

(The shaded portions of this map show sections of the city most seriously affected by the recent overflow of the River Seine)



THE GARE DES INVALIDES, ONE OF THE MOST FAMOUS BUILDINGS OF PARIS

(As it appeared on January 26)

*The Siege of  
Paris by  
the Seine*

Not since the days of the Commune, in 1871, has the French capital experienced such a week as that which tried its soul during the last seven days of the month of January. Paris has more than once in her history suffered from floods of a disastrous nature, but we must go back to the beginning of the seventeenth century to find record of an inundation as destructive as that which began on January 25. The waters of the River Seine had been rising steadily for several days. Finally they overflowed the banks everywhere in the city and, gradually spreading over the streets, penetrated into the sewers, subways, and cellars of buildings, until more than a fifth of the entire city was submerged. Unusually heavy rains in the northern and western provinces had extended over several weeks. The volume of water in the upper reaches of the Seine and in its tributaries was finally so increased by these rains that when the river reached Paris it attained a maximum of 30 feet above its normal height. The river system, including the Marne, Yonne, and Aube, of which the Seine is the outlet, drains a large portion of the north of France, and the provinces through which these rivers flow were, during the third and fourth days of the flood, like one vast lake. Many square miles were inundated.

*The Flood  
a Great  
Calamity*

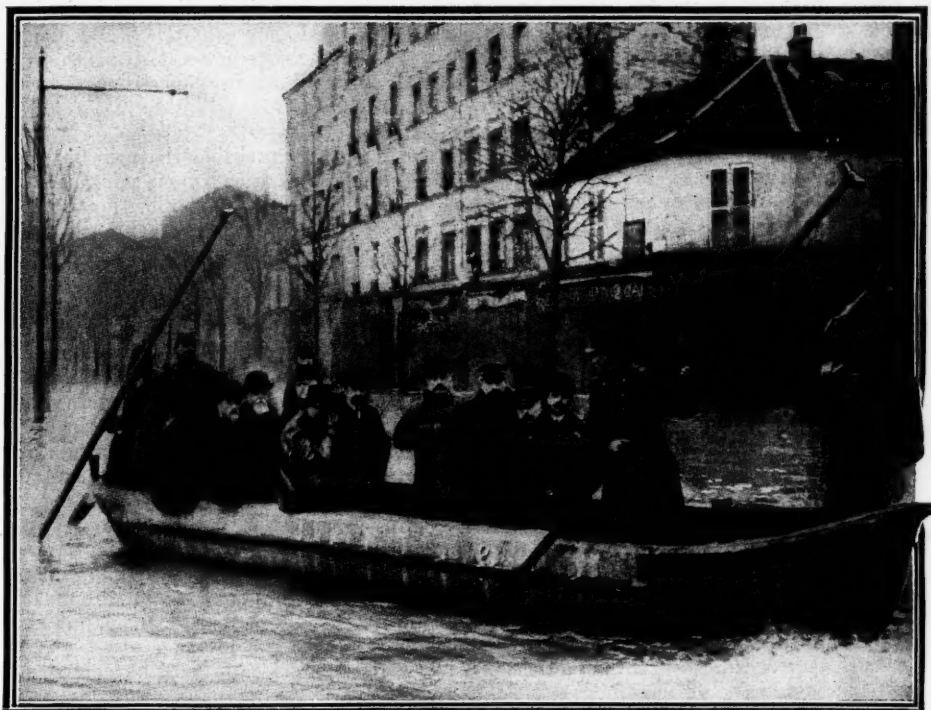
The altogether unexpected character of the calamity is vividly set forth by one of the newspaper correspondents in these words, written when the flood was at its height:

Here is our river, not great as the world's rivers go, flowing through one of the world's greatest cities, precisely where the triumph of man's engineering over nature seems all but final. And suddenly, without warning from men of science, the river leaps up 30 feet from its bed and uses all the devices of man,—his subways and sewers and electric galleries,—to rush madly beneath the city's streets, bursting up far from its usual course in destroying cataracts, seeping through cellar walls until whole quarters stand deep in water and all the houses are treacherously undermined. Pavements sink in long stretches; cavities of unknown depth appear, bubbling over with the muddy water. The walls of the greatest buildings threaten to give way. There is everywhere the uneasy sense of more and incalculable damage to come when the waters shall have gone down. Nature has attacked man in his proudest works. So far she has the best of it. Of 4,000,000 souls in Paris and its immediate environs, or more than 5,000,000 affected by the flood, at least 200,000 already suffer acute want.

*Historic  
Monuments in  
Danger*

A number of the historic buildings of the city were submerged so that access to them was possible only by means of boats. These included the famous Cathedral of Notre Dame, the





GOVERNMENTAL INSPECTION OF THE FLOODED DISTRICTS

(In the boat are President Fallières, Premier Briand, Minister Millerand, and M. Lepine, Prefect of Police of Paris)



HOW THE FLOOD ALMOST SUBMERGED THE ALEXANDER III. BRIDGE

(When the river is at its normal level the arches of this bridge are twenty-five feet above the surface of the water)

Church of the Madeleine, and the St. Lazare railway station. The water invaded the subways, put the Metropolitan Railway out of commission, filled up almost all of the splendid system, nearly 700 miles in length, of sewers, for which Paris is celebrated; swept over eight of the twenty-four bridges across the river, caused the floors of the Palais Bourbon, where the Chamber of Deputies meets, the Quai d'Orsay, and of the department stores in the Louvre and Bon Marché to cave in; submerged the greater extent of the Place de la Concorde, the Bois du Boulogne, the Place de l'Opéra, the Champs d'Élysées, and the Champs de Mars, and put the greater part of the city in darkness by stopping the electric-light dynamos. Although comparatively few lives were lost, the number of those who are reported to have suffered through the flood and in different ways, by being rendered homeless and through accident, has been put at 250,000. The loss of property has been immense, exceeding \$200,000,000, in the figures as stated by Premier Briand. The waters of the swollen rivers descended very slowly, until by the middle of February they had almost reached their normal levels, at least in the vicinity of Paris.

*Measures  
of  
Relief*

The national and municipal authorities, meanwhile, had been busy carrying out the measures of relief which were promptly adopted. Premier Briand brought the whole resources of the national government to the assistance of the war department, which placed the city under what was virtually martial law. The soldiers performed heroic rescue work and all the schools and barracks of the city were used to house the refugees. The apaches, as the Paris thieves and hoodlums are known, took some advantage of the calamity to plunder, but when the military commanders had shot several of these looters the disorder ceased. The Premier, moreover, gave notice that the sternest measures of prosecution would follow any attempt to corner provisions. There was for a time great fear of pestilence when the waters began to recede because of the dead animals and refuse from the sewers. The systematic, thorough, and prompt work of the building and sanitary engineers, however, undertaken the moment the flood began to recede, has averted, so far as reported, all but a few cases of sickness. Funds have been started in various countries for the relief of the suf-

ferers. The French Parliament itself has appropriated \$400,000 for relief, and public subscription, it was reported last month, had already brought in five or six times that amount to the rescue committee.

*Causes  
of the  
Flood*

It is probable that an unusual combination of circumstances is to be held responsible for the disaster which has overtaken the French capital. The country in which Paris lies is really a rather shallow, alluvial basin, and through this basin the River Seine takes its tortuous course. At its normal level the river, which is seven miles long within the city limits, covers in itself almost one-tenth of the area under the municipal government. Confined between walls of high masonry, as it is upon entering the city, and with its channel blocked during its course by numerous islands, the Seine runs for nearly seven miles through a congested city district very little above high-water mark. During recent years sand-banks and bars have been increasing in number and size at the mouth of the river on the British Channel, and this has also impeded the discharge of the water. For three months past there have been almost constant rains in the mountains from which the tributaries of the Seine flow, and for ten days before the actual overflow of its banks by the river Paris was in the grip of an almost uninterrupted storm of rain and snow. The complicated system of sewers was devised to keep the city pure and clean by draining the waste into the river to great disposal works at Clichy, many miles below the city limits. It was the choking up of these sewers, which contain also the gas pipes, electric-light, telephone and telegraph wires, and the pneumatic tubes of the postal system, together with the filling of the tubes of the Metropolitan Railway and the cellars and basements of public buildings and residences, that paralyzed the life of the entire city for almost a week.

*To Prevent  
Future  
Floods*

Many plans have been proposed to ward off a repetition of this calamity. As far back as the eighteenth century it was proposed to fill in the low ground of Paris to a height above the reach of all possible floods. This, however, would not seem to be a possible remedy to-day. Another scheme suggested by modern French engineers is to build a channel from the river above Paris around to the first loop below the city, and to turn the

flood waters into this. Still a third plan contemplates the building of dams upon the streams that feed the Seine, holding back the water at flood time and letting it out when the streams are low. To carry out either of these modern plans would cost a vast sum of money,—at least \$30,000,000 or \$40,000,000, it has been calculated,—but the resources, courage, and thrift of the French people will undoubtedly prove equal to the carrying out of some such plan now that the terrible urgent necessity has been so effectively demonstrated. Destructive floods have been devastating other parts of the Republic. Italy also has suffered. A rise of 40 feet of water in the River Tiber above Rome is reported, with consequent great destruction of property and injury to many human beings.

*The Tariff Agreement with Germany*

The threatened tariff war with Germany has been averted by an agreement reached early last month. The merchants of Germany and the United States will continue to trade upon the minimum tariff basis. As we have already explained fully in these pages, the terms of our reciprocity treaty with Germany concluded under the Dingley Tariff law expired on the seventh of last month, and if there had not been some special arrangement between the two countries the maximum provision of the new German tariff would at that date have been levied upon all imports from the United States. On the first of next month, also, the maximum provisions of the Payne-Aldrich tariff would have been enforced against German trade. Happily, however, for the continuance of our immense business with the German Empire (amounting in value to more than \$400,000,000 in the year 1909), a bill ratifying the agreement made by the German Foreign Office with our own State Department was passed by the Reichstag, without change and without debate, on February 5. Two days later President Taft issued a proclamation announcing that, beginning with the first of next month, imports from Germany are to be entitled to admission at the minimum rate of duty. The main point of commercial irritation between Germany and the United States has always been in the meat business. The very strict inspection and regulation of American meats and cattle, amounting at times almost to a prohibition, are defended in Germany as necessary for sanitary reasons. It is generally believed, however, that these regulations were

established and are now kept in force chiefly through the influence of the German agrarian party. The Prussian "Junker," who is first of all an agriculturist, of course desires to exclude all foreign food products for the benefit of his own holdings. In accordance with the agreement just reached between the two governments the question of these regulations regarding cattle and meats is set aside for separate treatment in the future.

*And with France*

Our tariff relations with France have been the subject of negotiations between the two governments for some months. The provisions of France's new tariff go into effect on the first of next month (provided the French Senate approves the measure in time for it to become a law), upon the same day when, if an agreement be not reached, the highest duties called for by the Payne-Aldrich tariff will be applied against imports from France. It is not expected, however, that there will be any real difficulty in coming to an agreement with France whereby each country shall receive most favored nation privileges. We have already made minimum rate agreements with Great Britain, Russia, Holland, Switzerland, Spain, and Italy. Since these countries are France's competitors for American trade it would not seem likely that the Republic would risk a trade war with the United States when all her rival neighbors can secure a minimum rate. Franco-Ameri-



PEACE AND HARMONY  
From the *Eagle* (Brooklyn)

can trade, during the calendar year 1909, amounted to more than \$250,000,000, and this sum bulks very large in France's foreign business.

*Cabinet Changes and Parliaments* Parliaments and Ministries all over Europe have been having strenuous times during the first weeks of 1910. The British have had their general and a number of cabinet changes. The appointment of Mr. Herbert Gladstone to be first Governor-General of the United States of South Africa left vacant the post of Home Secretary, to which Mr. Winston Churchill has just been appointed. Mr. Sydney Buxton, former Postmaster-General, succeeds Mr. Churchill as President of the Board of Trade, and is himself succeeded in the Post-Office Department by Mr. Herbert Louis Samuel. In Britain's Indian empire the new Imperial Legislative Council embodying Lord Morley's ideas of Indian reform began its legislative life on January 25 by passing a bill for a strict governmental control of the press. In Prussia the Diet has been disappointed with the government bill for the reform of the three-class electoral system (introduced on February 4) by Dr. von Bethmann Hollweg, the Imperial Chancellor, in his capacity as Prussian Minister of State. The bill is not liberal enough to suit the Diet or country, and there have been riots by Socialists and other radicals against its enactment into law. In Spain the internal Liberal dissensions have culminated in the resignation of the Moret cabinet and the accession to the Premiership of Señor José Canalejas y Mendes, a leader of the extreme Liberals. The new Prime Minister is reported to favor the immediate repudiation of the concordat between Spain and the Vatican, looking toward the ultimate separation of Church and State. In Italy the Giolitti ministry has been superseded by a new administration under Signor Sonnino, whose watchword is to be retrenchment. In Hungary the ministerial crisis has been temporarily arranged, but affairs in that country are still in a state of uncertain equilibrium. The Greek Cabinet, after a prolonged contest for its life with the Military League (see the REVIEW OF REVIEWS for February) succumbed on January 27 and presented its resignation to the King. The question of Crete's fate still presses for settlement, although it was reported on February 15 that the four protecting powers (France, Russia, Italy, and Great Britain)

had jointly notified the Cretans that delegates from Crete would not be permitted to enter the Greek Assembly. The new Finnish Diet, which began its sessions on February 12, includes among its 200 members 86 Social Democrats, 15 of the entire membership being women. As a result of the general elections which took place late in November in Norway, the cabinet under Gunnar Knudsen as Premier presented their resignations to Parliament upon its assembling on January 27.

*Japan's Friendly Attitude*

When the Japanese Diet convened on January 22, Premier Katsura, in discussing the foreign relations of the Empire, reaffirmed the intention of his government to maintain the principles of the open door in Manchuria, foreshadowed the annexation of Korea, and announced the early introduction of a new tariff law in the Parliament. Some days later Count Komura, Minister of Foreign Affairs, in a speech before the Diet, emphasized the friendly relations existing between Japan and the United States, recalled the cordial reception accorded the Japanese representatives at the Hudson-Fulton Celebration in New York, at the Portola Festival in San Francisco, as well as the members of the Japanese Commercial Commission headed by Baron Shibusawa. Discussing Japan's policy in Manchuria, Count Komura announced that Port Arthur was to be made an open port. Then referring to the proposal made by Secretary Knox for the neutralization of the Manchurian railways, he said:

While the Imperial Government are determined to adhere to their avowed policy scrupulously to uphold the principle of the open door and equal opportunity in Manchuria, it should be observed that realization of the proposed plan would bring about radical changes in the condition of things in Manchuria which was established by the treaties of Portsmouth and Peking and would thus be attended with serious consequences in the region affected by the South Manchurian Railway. There have grown up numerous undertakings which have been promoted in the belief that the railway would remain in our possession and the Imperial Government could not, with a due sense of their responsibility, agree to abandon the railway in question. Consequently the Imperial Government to their regret felt bound to make reply to the United States Government instancing their inability to consent to the proposal. We trust that the United States Government will appreciate our position and that other powers will equally recognize the justice of our attitude in the matter.



# RECORD OF CURRENT EVENTS

(From January 21 to February 16, 1910)

## PROCEEDINGS IN CONGRESS

January 24.—The House passes the Urgent Deficiency Appropriation bill, striking out the provision for expenses of the Immigration Commission; James S. Graham (Dem., Ill.) is elected a member of the Ballinger-Pinchot investigating committee, succeeding Mr. Lloyd, resigned.

January 25.—The Senate passes the Fortifications Appropriation bill and discusses a measure creating the Glacier National Park in northern Montana....In the House, a bill providing for a Bureau of Mines in the Interior Department is passed.

January 26.—The House passes the Mann "white slave" bill, dealing with the interstate commerce features of the traffic.

January 27.—In the House, Mr. Hull (Dem., Tenn.) defends the proposed income-tax amendment to the Constitution, and Mr. Boutell (Rep., Ill.) defends the Tariff bill passed at the special session.

January 28.—In the Senate, Mr. Lodge (Rep., Mass.) defends the Payne-Aldrich Tariff law; the Committee on Post-Offices favorably reports the Administration bill providing for the establishment of postal savings banks....The House debates the Agricultural Appropriation bill.

January 31.—In the Senate, Mr. Carter (Rep., Mont.) explains the Postal Savings Bank bill.

February 1.—In the House, the Forestry Service is attacked by Mr. Mondell (Rep., Wyo.) and Mr. Taylor (Dem., Colo.) in the course of debate on the Agricultural Appropriation bill.

February 2.—The Senate passes the Army Appropriation bill (\$95,440,567) and the Urgent Deficiency bill; Mr. Purcell (Dem., N. D.) is appointed a member of the Ballinger-Pinchot committee in place of Mr. Paynter, resigned.

February 3.—The Senate debates the Postal Savings Bank bill....The House passes the Agricultural Appropriation bill (\$13,417,136).

February 5.—In the Senate, the Committee on Public Expenditures reports the resolution providing for the creation of a Business Methods Commission.

February 7.—The Administration's Federal Incorporation bill is introduced in both branches.

February 9.—The Senate, by unanimous vote, passes a bill to promote Robert E. Peary to the grade of Rear-Admiral and place him on the retired list; a resolution is carried authorizing an investigation into the causes for the advance in prices; the bill establishing the Glacier National Park, comprising 14,000 square miles in northern Montana, is passed.

February 10.—After long debate in both branches the Senate instructs its members on the Joint Printing Committee to ignore a summons to appear before the Supreme Court of the District of Columbia, while the House directs

its members on the committee to obey the summons....In the Senate, Mr. Borah (Rep., Idaho,) upholds the constitutionality of the proposed income-tax amendment to the Constitution.

February 11.—The Senate passes the Bennett "white slave" bill and discusses a measure modifying federal criminal procedure....The House passes the Diplomatic and Consular Appropriation bill.

February 14.—The Senate discusses the bill changing the form of government in Alaska....The House debates the River and Harbor Appropriation bill.

February 15.—In the Senate, Mr. Burkett (Rep., Neb.) speaks in favor of postal savings banks....The House passes the River and Harbor bill (\$42,380,377).

## POLITICS AND GOVERNMENT—AMERICAN

January 21.—The Department of Justice announces its intention to prosecute the Beef Trust immediately.

January 23.—The Federal Court at Kansas City enjoins the Missouri, Kansas & Texas Railroad from refusing shipments of liquor into the "dry" States of Oklahoma and Kansas.

January 25.—John W. Daniel (Dem.) is re-elected United States Senator by the Virginia Legislature.

January 26.—L. R. Glavis, at the first session of the Ballinger-Pinchot investigating committee, reiterates his charges against the Secretary of the Interior....The federal inquiry into the meat-packing industry is begun at Chicago.... Judge Hough, in the United States Circuit Court at New York, dismisses the Government's suit against the New York *World* for alleged libelous statements concerning the purchase of the Panama Canal....Inquiries into the alleged Milk Trust are being carried on in New York City by the Deputy Attorney-General and by the grand jury.

January 27.—The Democratic League, formed last summer at Saratoga Springs for the purpose of strengthening the Democratic party in New York State, is permanently organized at Albany....Eleven persons, city officials and contractors, are indicted by the grand jury in Chicago for conspiracy to defraud the city of \$254,000....Three members of the New York police force are dismissed for clubbing; Mayor Gaynor orders that the police use more discrimination in arresting shirtwaist strikers.

January 28.—President Taft instructs the Attorney-General to press the Government's suit to dissolve the merger of the Union Pacific and Southern Pacific railroads.

January 29.—An amended organic act for Porto Rico is submitted to the House by the President.

January 30.—State Senator Conger formally prefers charges against Senator Allds, president pro tem. of the New York Senate, declaring that the latter demanded and received \$1000 for refraining to press the passage of a certain bill.

January 31.—Louis R. Glavis is under cross-examination before the Ballinger-Pinchot committee.... Lloyd C. Griscom is elected president of the New York County Republican Committee, succeeding Herbert Parsons, resigned.

February 1.—William E. Purcell is sworn in as Senator from North Dakota, succeeding Mr. Thompson, resigned.... The New York delegation in the House of Representatives pledges support to President Taft's legislative program.

February 4.—The President nominates Charles F. Stokes to be Surgeon-General of the Navy, succeeding Presley M. Rixey.

February 5.—Senator Frank P. Flint, of California, announces that owing to conditions created by the new primary law in his State he will not be a candidate for re-election.

February 7.—Governor Fort, of New Jersey, transmits to the Legislature the proposed income-tax amendment to the Constitution, with the recommendation that it be approved.... Wade H. Ellis resigns as Assistant to the Attorney-General in order to take charge of the Republican campaign in Ohio.... John F. Fitzgerald is inaugurated as Mayor of Boston.

February 8.—The New York State Senate begins its inquiry into the Allds bribery charges.

February 9.—The Secretary of Agriculture opens to settlement 4,000,000 acres of the public domain formerly included in the forest reserves.

February 11.—A direct-primary bill embodying Governor Hughes' ideas is introduced in the New York Legislature.

February 12.—President Taft, speaking at New York, defends the legislative program of the Republican party.... New York State political affairs are discussed at a conference between President Taft, Governor Hughes, and other Republican leaders, in New York City.

February 14.—Attorney-General Wickersham issues a statement defending certain objectionable portions of the Federal Incorporation bill.... The jury trying ex-Congressman Binger Herman, charged with land frauds, disagrees at Portland, Ore.

February 15.—Mayor Gaynor, of New York, removes the Aqueduct Commissioners and instructs their successors to close up at once the affairs of the Commission.... Ohio State politics are discussed at a White House dinner in honor of Wade Ellis.

February 16.—Governor Hughes, of New York, appoints Roger P. Clark and H. Le Roy Austin as commissioners to investigate the State Forest, Fish, and Game Commission.

#### POLITICS AND GOVERNMENT—FOREIGN

January 25.—Lord Minto, in opening the Imperial Legislative Council of India, declares that preachings by the revolutionary press will not be tolerated.

January 26.—The trial of a native for conspiracy in India brings out the fact that the

establishment of an independent kingdom had been planned, with a native ruler.

January 27.—The Norwegian elections having been adverse to the ministry, Premier Knudsen and the members of his cabinet submit their resignations to King Haakon.... Fifteen persons are wounded by the police in Brunswick, Germany, during a Socialist demonstration in favor of election reform.

January 28.—The Hungarian Parliament is adjourned until March 4, following the failure of a vote of confidence in the new Hedervary ministry.... An agreement is reached among the parties in Greece to revise the constitution, on condition that the Military League be dissolved.

January 30.—The Chinese Government denies the petition of representatives of provincial assemblies, asking for the establishment of a parliament now, instead of at the end of nine years.

January 31.—A new cabinet is formed in Greece, with M. Dragoumis as Premier and Minister of Finance; Colonel Zorbas, head of the Military League, is Minister of War.... The Japanese Government announces its intention to convert its domestic loans until they are all on a 4 per cent. basis.

February 1.—Complete returns in the British general election show that the Liberals will have 274 seats in the next Parliament, the Unionists 273, the Nationalists 82, and the Laborites 41, the ministerial majority being 124.... A new ministry is formed in Sweden, with Konow as Premier.

February 3.—The German Chancellor, in a note made public at Berlin, rebukes the Pan-Germans for their attack on the foreign office.

February 4.—The Brazilian Government plans to convert its 5 per cent. outstanding external debt into 4 per cent. bonds.

February 5.—Two Cuban editors are sentenced to imprisonment for libeling President Gomez.

February 6.—The French Socialist Congress opens at Nîmes.

February 7.—The French cabinet approves the naval program, involving an expenditure of approximately \$28,000,000 for construction during the next ten years and the maintenance of twenty-eight battleships.

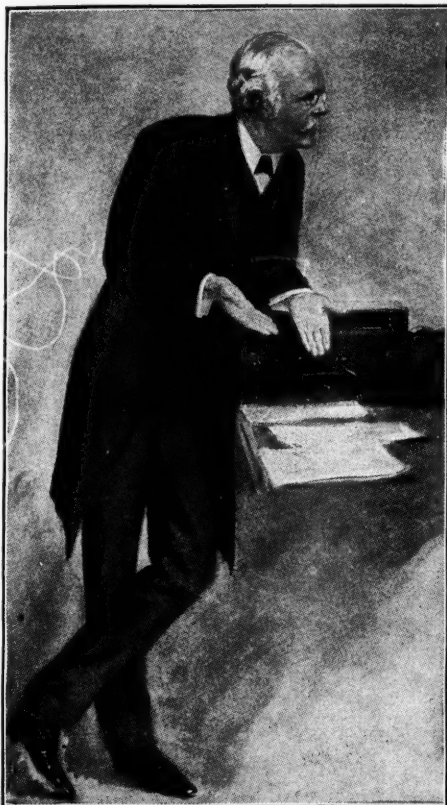
February 9.—John Redmond is re-elected chairman of the Irish Nationalist party.... The Moret cabinet, in Spain, resigns and Jose Canalejas forms a Radical and Anti-Clerical ministry.

February 10.—John Redmond declares that the Nationalists will not vote for the budget until Home Rule has been granted to Ireland.

February 12.—Social Democrats hold 86 of the 200 seats in the new Finnish Diet; fifteen of the delegates are women.... Premier Canalejas, of Spain, announces that if pending negotiations with the Vatican fail Spain will carry out her plans regardless of opposition.

February 13.—Many persons are wounded by police and troops while participating in Socialist mass-meetings throughout Germany against the suffrage bill.

February 14.—Premier Asquith announces a



THE LEADER OF THE OPPOSITION IN ENGLAND

(*Vanity Fair* (London) recently contained an excellent cartoon supplement entitled "Dialectics," in which is a portrait of the Right Hon. A. J. Balfour, in a familiar House of Commons pose)

number of minor cabinet transfers and appointments.

February 15.—The newly elected British Parliament assembles.

#### INTERNATIONAL RELATIONS

January 21.—Japan and Russia refuse to agree to Secretary Knox's proposal to neutralize the railways of Manchuria.

January 23.—The American note on the tariff situation is unsatisfactory to the German Government.

January 24.—The German Government announces that its tariff board has approved the attitude of the Federal Council in the American tariff matter.... The Casablanca Commission reduces the claims against Morocco on account of the massacres to \$2,613,928, less than half the original amount.

January 28.—The Nicaraguan court exonerates the members of the court-martial who or-

dered the execution of the Americans, Groce and Cannon, on the ground that they acted under instructions from Zelaya.

January 29.—The President issues a proclamation declaring that Denmark, the Netherlands, Norway, Sweden, Belgium, Portugal, Persia, and Egypt are entitled to minimum tariff rates.

February 3.—An agreement is reached between the United States and Germany whereby minimum tariff rates will be exchanged.

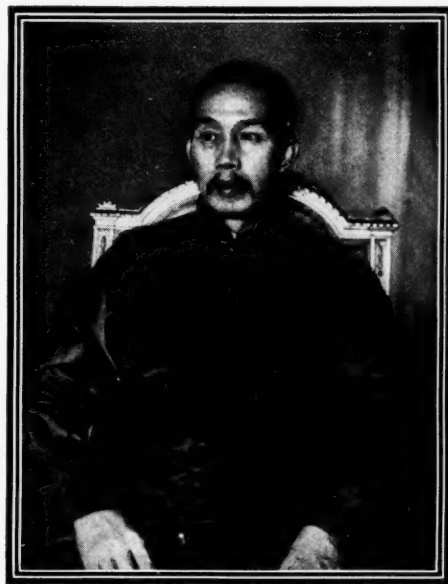
February 5.—It is announced that the International Court of Arbitration will meet at The Hague on June 1 to adjust the Newfoundland fisheries' dispute between the United States and Canada.... The German Reichstag adopts the bill approving the tariff arrangements with the United States.... The second Central American Peace Conference concludes its sessions at San Salvador, recommending standard educational, diplomatic, monetary, and commercial systems throughout the republics.

February 7.—Minimum rates under the Payne-Aldrich Tariff law are accorded to German imports into the United States.

February 9.—Minimum tariff rates are accorded to imports into the United States from Mexico, Brazil, Argentina, Panama, Paraguay, Uruguay, and Liberia.

February 12.—The four protecting powers notify the Cretan Executive Committee that elections of Cretans to the Greek National Assembly will not be allowed.

February 16.—Great Britain, France, and Germany ask China to explain her attitude toward proposals for new railways.



CHANG YIN TANG

(The new Chinese Minister to the United States)



AFTER THE BURSTING OF THE DYKE AT CHOISY-LE-ROI: ONE OF THE SUBURBS OF PARIS UNDER TEN FEET OF WATER

#### OTHER OCCURRENCES OF THE MONTH

January 21.—Swollen rivers in France and Germany, caused by recent heavy storms, do great damage to factories and farms....A passenger train on the Canadian Pacific near Sudbury, Ont., leaves the track and plunges into the Spanish River; twoscore or more lives are lost....The movement to boycott meat until prices are lowered becomes national....Thomas L. Lewis is re-elected president of the United Mine Workers of America.

January 22.—Gifford Pinchot is elected president of the National Conservation Association, succeeding Charles W. Eliot....A memorial statue of Phillips Brooks, designed by Saint Gaudens, is unveiled at Trinity Church, Boston.

January 23.—Earth shocks are felt throughout the islands of Martinique and St. Vincent....The overflowing of the Susquehanna River causes considerable damage near Havre de Grace, Md.

January 24.—Continued heavy rains in France cause the floods to reach the proportions of a catastrophe.

January 25.—The whole of northern, western, and southern Europe suffers from violent storms....The National Board of Trade begins its fortieth annual meeting at Washington.

January 26.—The waters of the Seine, in France, have risen over 25 feet; half the length of the quays in the city of Paris are under water....The Tiber, in Italy, is 40 feet higher than normal, flooding the surrounding country....Reductions in the prices of meat, butter, and eggs are reported in several cities....The United States Banking Company, of Mexico, suspends.

January 27.—The walls of the d'Orsay Railway Station, in Paris, give way under pressure

from the floods; the Notre Dame and the Louvre are surrounded with water and their basements flooded....The president of the Northern Miners' Federation, at Sydney, N. S. W., is sentenced to one year in prison for obstructing work at a mine during a strike.

January 28.—The Seine is stationary and its tributaries begin to fall; the water-gauge at Paris shows the river to be over 30 feet above low-water level, the highest known figure, and the inundated territory is estimated at about 9 square miles, or one-quarter of the city, in some places the

water being 12 feet deep; portions of the pavements in the Place de l'Opéra, the Champs Elysées, and the Place de la Concorde collapse....The British destroyer *Eden* is wrecked off Dover, England, her crew of fifty-three officers and men are rescued.

January 29.—With the return of rainy weather in Italy the rivers again rise....Incessant and heavy rains in Costa Rica change the course of the Barbier River and destroy several bridges.

January 30.—The Seine falls about 18 inches in twenty-four hours.

January 31.—Seventy-five miners lose their lives following an explosion in a coal mine at Primero, Colo....James R. Keene is made a defendant in a suit brought in connection with the collapse of the Columbus & Hocking Coal and Iron pool on the New York Stock Exchange....A new world's record for aeroplane flight with a passenger is made at Mourmelon, France, with a Farman biplane.

February 1.—A gas explosion in the Browder coal mine, near Drakesboro, Ky., results in the death of thirty-four men....Italian rivers are subsiding and the critical situation at Venice is relieved....A petition in bankruptcy is filed against Fisk & Robinson, the New York bond house.

February 2.—Fire-damp causes an explosion in the Palau "model" coal mine at Las Esperanzas, Mexico, killing sixty-eight miners and injuring forty....The General Education Board distributes \$450,000 among a number of colleges.

February 4.—The Seine is 10 feet lower than its flood maximum; food and clothing are being supplied to 250,000 people, and more than \$700,000 has been contributed to the relief work by foreigners....The steamship *Kentucky* founders off Hatteras; her crew of forty-seven men are



rescued by the *Alamo*, summoned by wireless. ....A jury in the Circuit Court at Hartford, Conn., returns a verdict of \$74,000 against the union haters for conspiracy to boycott D. E. Loewe & Co., of Danbury.

February 5.—Eleven men are killed by a gas explosion in a coal mine near Indiana, Pa.... Contracts are signed for the construction in this country of two first-class battleships for Argentina....The one hundredth anniversary of the birth of Ole Bull is celebrated in Norway.

February 7.—The waters of the Seine are sixteen feet lower than the flood level, but many streets and buildings cave in as the water recedes; the cabinet decides to ask Parliament for an additional credit of \$4,000,000 for relief work....Twenty-seven members of the Paper Board Association are fined \$2000 each in the Circuit Court at New York City for violation of the Sherman Anti-Trust Law.

February 8.—The National Sugar Refining Company pays to the Government \$604,304.37 for back duties on under-weighted sugar importations....The National Geographic Society accepts Commander Peary's proposition to undertake jointly with the Peary Arctic Club an expedition to the Antarctic regions; Commander Peary, at a lecture in New York, donates toward the expedition the \$10,000 which had just been presented to him.

February 9.—A statue of Morris K. Jesup is unveiled at the fortieth anniversary exercises of the American Museum of Natural History in New York.

February 11.—The French Antarctic expedition under Dr. Jean Charcot reaches Punta Arenas on its return voyage....The French steamer *General Chanzy* founders off the island of Minorca, in the Mediterranean; only one of the 159 passengers and crew is saved....The hoof-and-mouth disease appears in Berlin.

February 12.—The Bank of France offers to advance \$20,000,000 for five years, without interest, to small manufacturers and merchants who were victims of the flood.

February 13.—Louis Paulhan concludes a series of aeroplane flights at New Orleans.

February 14.—James R. Keene admits on the witness stand that he managed the recent collapsed pools on the New York Stock Exchange.

February 15.—A violent storm rages throughout eastern and southern France, interrupting telegraph and transportation service and causing damage to shipping....The failure of seven German grain firms is announced in Hamburg.

#### OBITUARY

January 22.—Henry T. Coates, the book publisher, 67.

January 23.—Ezra Kendall, the comedian, 49. ....Joseph E. Whiting, the veteran actor.

January 24.—Benjamin Hanford, a leader in the Socialist party, 49....Dr. Wills De Hass, a writer on historical and archeological subjects, 93.

January 25.—Dr. W. G. R. Mullan, a prominent Jesuit educator, 50....Frank A. Burrelle, a pioneer in the press-clipping business, 53.

January 26.—Edward V. Reynolds, professor

of comparative law at Yale, 51....Judge Albert C. Thompson, of the United States District Court at Cincinnati, 68.

January 27.—Rear-Adm. Nehemiah M. Dyer, U. S. N., retired, conspicuous in the Civil and Spanish-American wars, 71.

January 28.—William F. Draper, formerly a member of Congress from Massachusetts and American Ambassador to Italy, 68....Edward Patterson, for many years on the Supreme Court bench in New York State, 71....William Bell, the photographer, 79.

January 29.—Louis Edouard Rod, the French novelist, 53....Bishop Cyrus D. Foss, of the Methodist Episcopal Church, 76....Samuel Bernstein, a well-known orchestral musician of New York, 75.

January 30.—Franklin T. Ives, of Connecticut, historical and scientific writer, 82.

January 31.—Rt. Rev. John Dowden, Episcopal Bishop of Edinburgh, 70.

February 1.—Ex-Congressman William Baker, of Kansas, 79....B. R. McAlpine, formerly president of the Western Union Telegraph Company, 91....George P. Brown, editor of the *Public School Journal*, 74....Caesar Borja, prominent in governmental affairs in Ecuador, 58.

February 2.—Sir George Drummond, a member of the Canadian Senate and president of the Bank of Montreal, 81.

February 4.—Congressman William C. Lovering, of Massachusetts, 73.

February 5.—Ex-Congressman Louis E. Atkinson, of Pennsylvania, 69....Wesley R. Andrews, chairman of the Republican State Committee of Pennsylvania, 73....Rev. Edward Lord Clark, D.D., a well-known clergyman and author of works on Egypt, 71....Thomas F. Strong, a prominent lumber operator of Ogdensburg, N. Y., 54.

February 7.—Ex-Judge James B. Shepard, of the Supreme Court of North Carolina, 64....William Dodsworth, editor and publisher of *New York Journal of Commerce*, 84.

February 9.—William Bradley Rising, emeritus professor of chemistry at the University of California, 71....Dr. Mary E. Green, physician and lecturer on the nutritive value of foods, 66. ....John S. Ogilvie, the New York book publisher, 67.

February 10.—Capt. Alexander Sharp, U. S. N., president of the Naval Inspection Board, 55.... Capt. William C. Secombe, for many years in the Cunard trans-Atlantic service, 61.

February 11.—Brig.-Gen. Robert L. Meade, U. S. A., retired, who commanded United States marines during troubles in Panama, Cuba, China, and the Philippines, 69....Henry I. Butterfield, a retired merchant of New York and Philadelphia, 92.

February 12.—Thomas H. Dodge, inventor of the cylinder printing press, 87.

February 15.—Gustave Bock, the cigar manufacturer of Havana, 73....John Macallan Swan, a noted animal painter, 63.

February 16.—William Everett, of Massachusetts, the Latin and Greek scholar and former Congressman, 70.

## A political cartoon by W.A. Rogers depicting a line of men representing various trusts. The men are dressed in formal attire, including suits and hats. The first man, labeled 'STEEL TRUST', is the largest and sits in a large, ornate chair. The second man, labeled 'CATTLE TRUST', has a bull's head. The third man, labeled 'SUGAR TRUST', holds a cane. The fourth man, labeled 'PAVE TRUST', holds a rolled-up document. The fifth man, labeled 'P.R. MEN', stands at the back. A small dog is in the bottom right corner. The cartoon is signed 'W.A. Rogers' in the bottom left corner.

(The trusts anxiously awaiting the Supreme Court decisions in the Standard Oil and the Tobacco cases)  
From the *Herald* (New York)

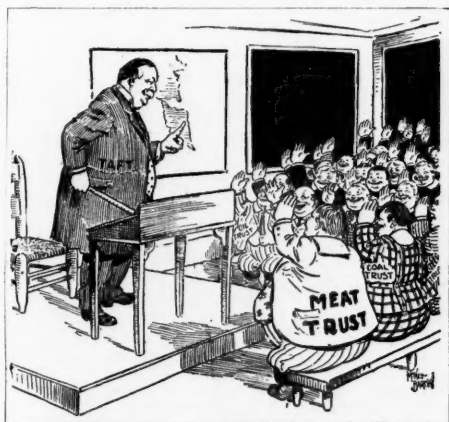


(Policeman Taft warns the trusts which jeopardize the general prosperity boat)  
From the *Saturday Globe* (Utica)



MERELY THE OPERATION OF NATURAL LAWS  
(The packers' explanation of the high prices of meat)  
From the *Herald* (New York)

Whether the high price of meat is really due to the natural law of supply and demand or is the result of artificial methods employed by a "meat trust" may be ascertained in the Government's case against the packers at Chicago.



TEACHER TAFT: "Now, there are good trusts and bad trusts. All of you who are good trusts hold up your hands!" (Notice the unanimity with which the hands are up!)

From the *Sun* (Baltimore)



THE SLEEPING CONSERVATIVE, DREAMING OF ROOSEVELT, SEES A "BACK FROM ELBA" NIGHTMARE!

From the *Plain Dealer* (Cleveland)



THE GHOST THAT WILL NOT DOWN

THE TRIO ON THE RIGHT: "Thou canst not say we did it!"

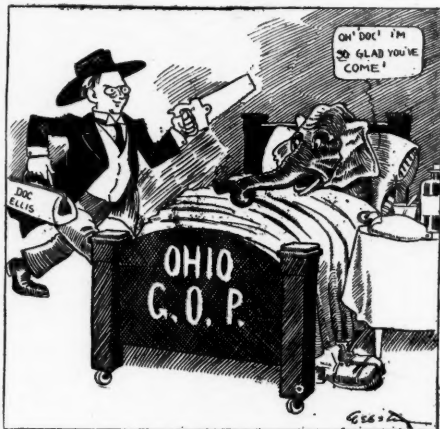
From the *Sun* (Baltimore)

The cartoon above pictures the low tariff ghost coming back to haunt the makers of the Payne-Aldrich tariff, while the two at the bottom of the page illustrate the views of Wall Street regarding the proposed federal incorporation law. The right-hand cartoon at the top of the page shows the insurgent horse, impelled by the necessity for party harmony in the approaching Congressional campaign, coming around to eat from President Taft's hand.



THE INSURGENTS HAD TO COME TO IT

From the *Leader* (Cleveland)



THE SICK ELEPHANT AND THE NEW DOCTOR

(Apropos of the appointment of Hon. Wade Ellis as chairman of the Ohio Republican State Committee)

From the *Post* (Cincinnati)



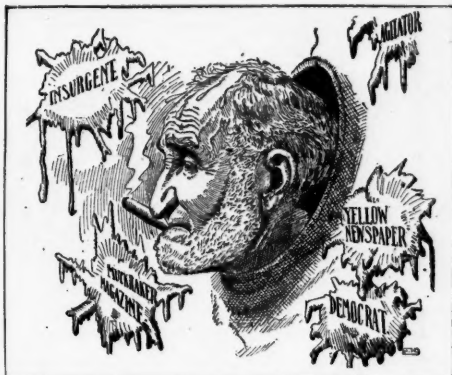
TWO WALL STREET VIEWS OF THE FEDERAL INCORPORATION BILL

A BOGIE FOR THE BULLS AND BEARS  
From the *Jersey Journal* (Jersey City)



THE MORGAN ATTITUDE: "WELCOME."  
From the *World* (New York)





CONSIDERING THE NUMBER OF ATTACKS ON MR. CANNON, HOW WOULD YOU LIKE TO BE THE SPEAKER?  
From the *Oregonian* (Portland)



THE REPUBLICAN PARTY SEES THE HANDWRITING ON THE WALL  
From the *Traveler* (Boston)



THE COMMON PEOPLE: "You can't take that baggage in here, sir!"  
From the *North American* (Philadelphia)



THE REPUBLICAN CONGRESSIONAL ELECTION NURSERY AFTER A RATHER HARD WINTER  
From the *World-Herald* (Omaha)



NOW, THEN, ALL TOGETHER! PRY!  
(Referring to New York legislative scandals)  
From the *American* (New York)



JUST HANGIN' 'ROUND  
From the Leader (Cleveland)



THE BIG ONES GOT AWAY!  
(Uncle Sam telling his sugar fraud fish story to the common people)  
From the North American (Philadelphia)



WALL STREET IS HAVING 'EM TOO OFTEN  
LANDLORD: "Hi, you're jarring the whole place; quit it, or out you go!"  
From the Daily News (Chicago)



"ABSENCE MAKES THE HEART GROW FONDER"  
From the Journal (Minneapolis)

Governor Harmon's Presidential boom continues to keep in public view, while it is asserted that the Democratic party, deprived for some time of the presence of Mr. Bryan, who is traveling in South America, is looking fondly in his direction. In order to appreciate fully the Tammany cartoon at the bottom of this page, it will be helpful to read the article on page 300 of this issue, telling of the men and methods of Mayor Gaynor's new administration.



ANOTHER VICTIM

(Tammany, as a result of Mayor Gaynor's new kind of administration)  
From the World (New York)



CANDIDATES FOR THE AFFECTIONS OF CRETE

THE UNFRIENDLY BROTHERS (in unison): "My pretty maiden, may I presume to offer to escort you? Pray take my arm."

From *Kladderadatsch* (Berlin)

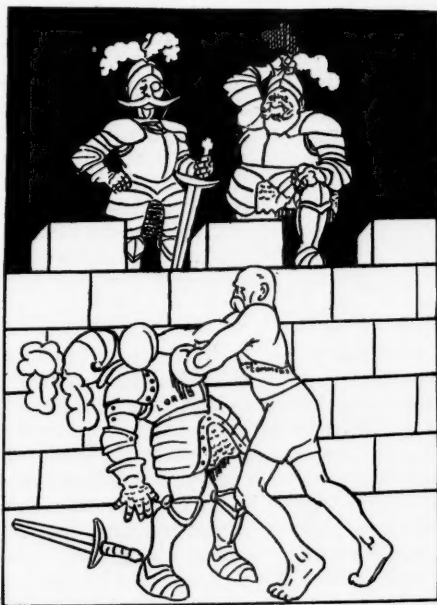
Dr. von Bethmann-Hollweg, the new German Chancellor, is not finding it an easy task to satisfy the many and radically different wants of Kaiser Wilhelm's loyal subjects. His embarrassment in the matter of the new Prussian franchise law, to which we refer on another page this month, furnishes the cartoonists with good ammunition for their humorous attacks. The apparently interminable dispute between



THE NEW GERMAN CHANCELLOR

"I will walk straight in the footsteps of my predecessor, but it appears to be a difficult task."

From *Nebelspalter* (Zurich)



A GERMAN VIEW OF "LORDS VS. COMMONS"

"Donnerwetter, Baron; let us hope this sort of thing will never happen in Prussia!"

"Don't worry, Count; we members of the aristocracy have a majority in both the Upper and the Lower House!"

From *Ulk* (Berlin)

Turkey and Greece over Crete is also set forth in many different ways by the comic artists of Europe. Of course, the question of the "Open Door" in Manchuria,—which is so often closed,—also comes in for a good deal of treatment by the cartoonists.



THE OPEN DOOR IN CHINA APPEARS TO BE A CLOSED INCIDENT

From the *Pioneer Press* (St. Paul)

# THE MEN WHO ARE GOVERNING NEW YORK CITY

BY WILLIAM B. SHAW

THE American metropolis at the election held in November last voted into office a new municipal administration. This was not accomplished, however, by the familiar Tammany method of the "straight ticket"; for the Hon. William J. Gaynor, who had the Tammany nomination for Mayor, was the only organization candidate who succeeded at the polls. The anti-Tammany Fusion candidates for the offices of Comptroller, President of the Board of Aldermen, and borough presidents were elected. In national politics Mayor Gaynor is a Democrat; so, too, are President John Purroy Mitchel, of the Board of Aldermen, and President George McAreny, of the Borough of Manhattan. Comptroller Prendergast, on the other hand, is a Republican, and so is District-Attorney Whitman, of the County of New York (Manhattan and Bronx Boroughs), who was elected at the same time. The only reason for recalling these facts in this connection is to remind ourselves that, while New York has always been accounted a Democratic city in national and State politics, it has become, through the separation of municipal from national and State elections, fairly non-partisan as respects the conduct of its own local affairs. The personnel of the present city government confirms this conclusion most emphatically.

But what officials really constitute the administration of New York? Of the men who took office on January 1, 1910, the Mayor was elected on a ticket that was opposed by the Comptroller, the President of the Board of Aldermen, and the five borough presidents. All these municipal officers are members, with the Mayor, of the Board of Estimate and Apportionment. Moreover, they have important powers, under the charter, independent of the Mayor. If they should misconduct themselves in office the Mayor could not be held responsible, but charges might be preferred before the Governor of the State, who might exercise the power of removal, as he did two years ago in the case of the President of Manhattan Borough.

Of this Board of Estimate and Apportion-

ment,—the body which holds the city's purse-strings and decides financial questions with all the finality that attaches to the action of Congress in federal matters,—the Mayor is the most important member. He represents the whole city and every element in its varied population. His responsibilities are far-reaching and complex; for there is a vast range of civic interests which in the lack of the Mayor's personal attention are in danger of having no official recognition whatever. It has been asserted more than once that in actual power and influence the Mayoralty of New York is second only to the Presidency of the United States. Four and one-half millions of people live under the government of which the Mayor is the head, and that government touches the individual citizen at more points of contact than the national Government itself. There are, it is true, a few States of larger population than the City of New York, but their Governors, so far as their functions in promoting the welfare of the citizen are concerned, do not loom large on the horizon, save in exceptional cases. In New York City for the next four years everybody knows that very much depends on the kind of men whom the Mayor puts in places of trust and power, and on the attitude that he himself adopts toward various public questions and measures.

## FROM THE BENCH TO THE MAYOR'S OFFICE

William J. Gaynor's equipment for the important post to which his fellow citizens have called him is quite unlike that of any Mayor that New York has had in recent times. Born on a farm in central New York State fifty-nine years ago, young Gaynor came to the metropolis in his early twenties and from newspaper work was graduated into the law. He worked hard at his profession and soon rose from the ranks, so that his services were sought after in important litigation. His interest lay chiefly in public causes, and his name first became known beyond the borders of Brooklyn in the famous prosecution of John Y. McKane for election frauds in 1893. His efforts convicted Mr. McKane



and made his crimes so detestable in the community that they have never been repeated. Mr. Gaynor's prominence in the prosecution of McKane led to his election to the Supreme Court bench, where he served for over fifteen years, resigning in the fall of 1909 to accept the nomination for the Mayoralty. At the expiration of his first term, in 1907, he was re-elected by a practically unanimous vote, having already been named by the Governor as one of the Justices of the Appellate Division. On the bench Judge Gaynor was regarded by the lawyers as stern and impatient of delays. At the same time it used to be said of him that a young lawyer could learn much from practice in his court, and that he taught the well-nigh lost art of pleading. Few of his decisions were reversed by the Court of Appeals.

Throughout his career on the bench Judge Gaynor was keenly interested in public questions, and especially in the problems that arose in connection with the traction situation. He was an early advocate of municipal ownership. The Metropolitan Street Railway fiasco was predicted by him several years before the public suspected the true condition of that company. The fact that he was known to have given much thought to the extension of New York's rapid-transit facilities caused the leaders in the Democratic city convention last fall to defer to his judgment on this matter, and the result was that Judge Gaynor himself, while not seeking the nomination for Mayor, wrote the platform declaration in favor of city-built subways and demanding that contracts for construction be kept separate from those of operation. The Board of Estimate and Apportionment, through a committee consisting of the Mayor, the Comptroller, and the

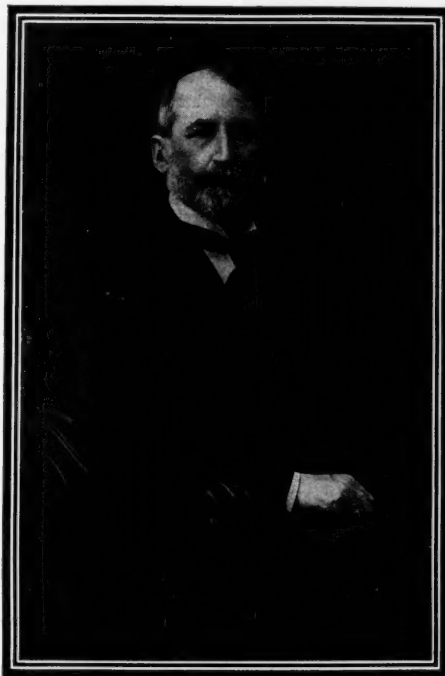
President of the Board of Aldermen, is now conferring with the Public Service Commission on plans for the increase of transit facilities in the greater city.

Besides his interest in public affairs, Judge Gaynor had exhibited on the bench certain traits that led men to believe he would make a good executive. His career has shown determination of the type that the books call "dogged," independence of judgment, and an unlimited capacity for getting at the bottom of things by persistent delving,—the Judge himself called it the merest "drudgery."

Mayor Gaynor gave the public its first great surprise when his appointments were announced. He had spent weeks in reaching a decision on them and when it was made he kept his secret well. People somehow had the impression that because the Mayor had been elected on the Tammany ticket he would make up his appointments from a Tammany slate. It did not work out precisely in that way. Three commissionerships, it is true, went to Tammany men (not

"leaders"), while a dozen others were distributed among a group of experts and business men, many of whom had probably never seen the inside of the Fourteenth Street Wigwam.

In the list of new heads of departments were names familiar to the public, and in almost every instance the appointee was at once recognized as a man who had already shown his qualifications for the task assigned him by actual accomplishment, or else had shown peculiar aptitude for the kind of service demanded. It is all summed up in that somewhat overworked phrase, "administrative efficiency." In some of the New York City departments a great deal has been



HON. WILLIAM J. GAYNOR  
(Mayor of the City of New York)



MR. GEORGE M'ANENY  
(President of the Borough of Manhattan)

done of late to define the tasks of particular officials and correlate those tasks with a view to the most effective and economical use of the entire office force. With the various branches of the service manned by intelligent and faithful employees and supervised by commissioners who know their jobs, there is no reason why city work should not be as efficiently and economically done as work for private corporations. The trouble in the past was that in the selection of bureau chiefs the matter of fitness for the task and knowledge of its details was the very last thing to be considered. As far back as 1895 Mayor Strong made a break from established precedent by appointing Colonel War-

ing Commissioner of Street Cleaning for the sole and at that time novel reason that Colonel Waring was a sanitary engineer who knew how to clean the city streets and to keep them clean. That was the first object-lesson for New York of the efficiency test in public service. It proved to be so effective a lesson that New York has never forgotten it, even if the politicians have. When Mayor Gaynor announced his appointments it was seen that practically all of them conformed to the Waring standard. Questions about "pull" and backing seemed idle and meaningless, for the simple fact was recognized that each man appointed to a commissionership or other responsible post was placed there because of special qualifications for that particular work.

#### PERSONNEL OF THE NEW ADMINISTRATION

To illustrate: Kingsley L. Martin, appointed Commissioner of Bridges, has been chief engineer of the Bridge Department, and in accepting the commissionership he sustains a reduction in salary. Commissioner Martin's father, C. C. Martin, was engineer of the old Brooklyn Bridge and the Commissioner himself has been employed in the construction of the newer bridges. The name of father or son is on each one of the four splendid structures which now span the East River. With the exception of a brief period of service in the navy during the war with Spain, Commissioner Martin has been grappling with bridge problems all his life,—and with the special technical problems pertaining to the bridges of Greater New York. He has an exceptional equipment for the post to which Mayor Gaynor has assigned him.

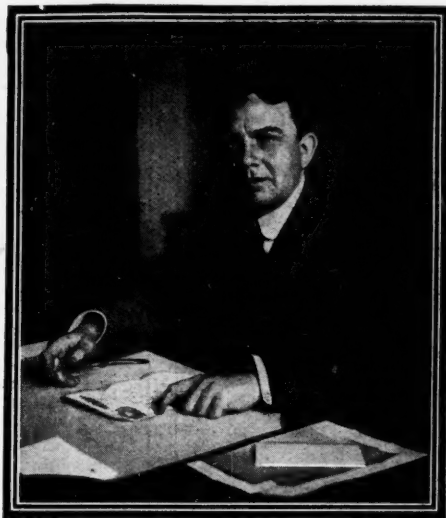
Another instance of high-grade technical ability retained in the service of the city is the appointment of Dr. Ernst J. Lederle as Health Commissioner at a compensation only half what he was receiving in outside employment, which he was compelled to give up. Dr. Lederle held the same office in Mayor Low's administration. He reorganized the department at that time and instituted many reforms. Dr. Lederle is an expert sanitary chemist of the highest professional standing. The city is fortunate in securing his services.

One of the most important of the city departments is that of Water Supply, Gas, and Electricity. As head of this department Mayor Gaynor chose Mr. Henry S. Thompson, a building contractor accustomed to dealing with big problems of construction, and said to possess a special aptitude for adminis-

tration. He will have ample scope for his abilities in that direction in the department over which he presides. He has already effected many economies of organization, one of the most vital of which is the consolidation of the engineering force, which was formerly organized in separate detachments for the several boroughs, with practically no co-operation. The Deputy Commissioner, Dr. Edward W. Bemis, was for eight years head of the Cleveland (Ohio) Water Supply Department, and has long been an accepted expert authority on the municipal control of public utilities. Dr. Bemis is an ardent advocate of the meter system of selling water, as opposed to the archaic frontage system which still prevails in New York, and to which, it is charged, a great part of the enormous waste of water that is taken as a matter of course in the metropolis is directly due. Within the first month after taking office economies of administration amounting to more than \$200,000 a year were instituted by Commissioners Thompson and Bemis. Dr. Bemis is an Amherst and Johns Hopkins man and an economist of wide repute.

Commissioner Charles B. Stover, President of the Park Board, was a pioneer in the efforts to provide playgrounds and athletic fields for the children of New York's great East Side. A graduate of Lafayette College and of Union Theological Seminary and for some time a student in Germany, Mr. Stover has been for the past twenty years interested in settlement work in New York. His appointment is a recognition of the social rather than the esthetic side of park administration. Mr. Stover is an advocate of public meeting-places in the parks, of the extension of the free concert system, and in general of increased park privileges for the people.

Mr. John J. Murphy, like Mr. Stover, has been for many years in close touch with popular movements in New York, and is a member of the People's Institute. He was for a number of years secretary of the Citizens' Union, and has taken an active part in political reform movements.



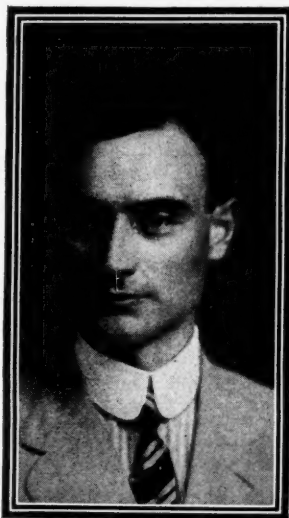
MR. WILLIAM A. PRENDERGAST  
(Comptroller)

It was doubtless because of Mr. Murphy's knowledge of the congested quarters of the city that Mayor Gaynor made him Tenement House Commissioner.

The new Commissioner of Docks and Ferries, Mr. Calvin B. Tomkins, is a member of the Board of Trade and Transportation and has made a special study of the various problems of water transportation relating to the port of New York.

Mr. Tomkins is president of the Municipal Art Society, and has given much attention to the development of a city plan. He is an advocate of the municipal ownership of public utilities.

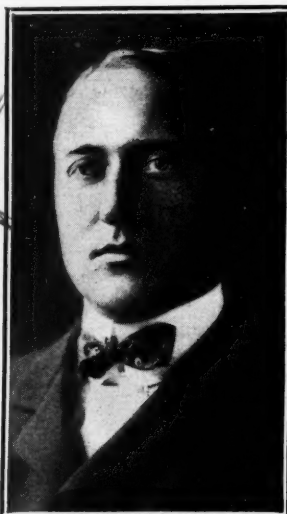
Fire Commissioner Rhinelander Waldo, one of the few Tammany men to hold responsible positions in this administration, had served in the city government as Deputy Police Commissioner for four years prior to his appointment by Mayor Gaynor to the fire commissionership. Soon after entering on the duties of his new position Commissioner Waldo learned that candidates for the position of fire-



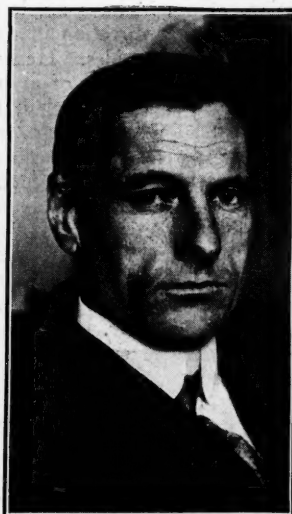
MR. JOHN PURROY MITCHEL  
(President of the Board of Aldermen)



DR. EDWARD W. BEMIS  
(Deputy Commissioner of Water  
Supply, Gas, and Electricity)



MR. HENRY S. THOMPSON  
(Commissioner of Water Supply,  
Gas, and Electricity)



MR. KINGSLEY L. MARTIN  
(Commissioner of Bridges)

men were complaining that no matter how high a percentage they might get on the Civil Service examination there was no chance of appointment unless the candidate had the right kind of "pull." The Commissioner investigated and found that fifteen young men with a high percentage on their examinations were passed over when appointments were made. Commissioner Waldo thereupon sent to the Civil Service Commission for a recertification of the names in question and after subjecting the men to a physical examination by Fire Department surgeons he immediately gave them appointments on the force. The incident is not without interest as a sidelight on the workings of the merit system in New York and as a revelation of a distinctly new brand of Tammany department chief.

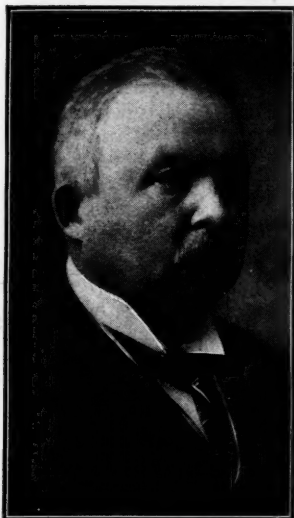
For Corporation Counsel Mayor Gaynor selected Mr. Archibald R. Watson, formerly editor of *Bench and Bar* and a lawyer of high standing, especially in the field of municipal law. As City Chamberlain he appointed his former law partner, Mr. Charles H. Hyde. Mr. Michael J. Drummond was chosen to head the Charities Department and Mr. Patrick A. Whitney for the Department of Corrections. Both Mr. Whitney and Mr. Drummond are members of Tammany Hall.

As Commissioner of Accounts, the Mayor appointed Mr. Raymond P. Fosdick, a

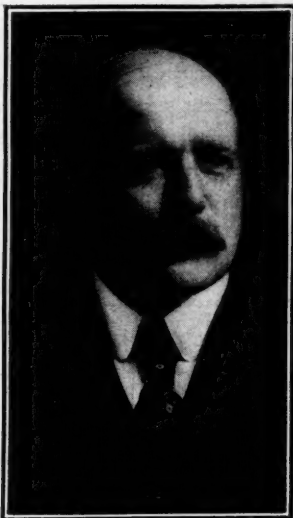
young lawyer, who as chief examiner of accounts had been associated with Mr. Mitchel in probing some of the scandals of the past administration. Now it happens that Mr. Fosdick is especially well suited, by training and experience, as well as natural aptitude, for a new task to which the Mayor has assigned him. That is the investigation of complaints that are daily made by citizens regarding alleged misconduct on the part of city officials. These complaints are very numerous; many of them are frivolous, ill-considered, and unjust. The difficulty in the past has been that no satisfactory system existed for the sifting of charges and the determination of their merits. In nearly every case the matter was referred to the accused official and his unsupported statement was accepted as final. Mayor Gaynor refused to tolerate a wholesale "whitewashing" apparatus of that sort, and one of his first steps was to charge the Commissioner of Accounts with the duty of investigating every complaint that comes to the Mayor's office. The results of only a few of these investigations have been published, but it is understood that the new procedure has led to some highly important disclosures. It is believed that wrongdoing on the part of the city's employees has been rendered far more difficult and less likely to be repeated in the future.

The reappointment of Mr. Lawson Purdy

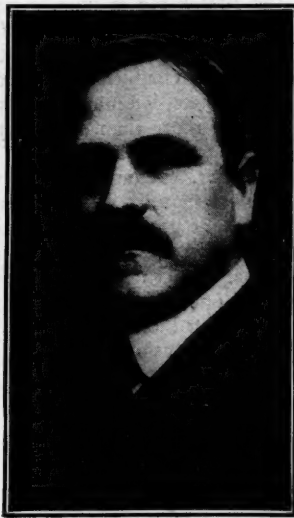




MR. JOHN J. MURPHY  
(Tenement-House Commissioner)



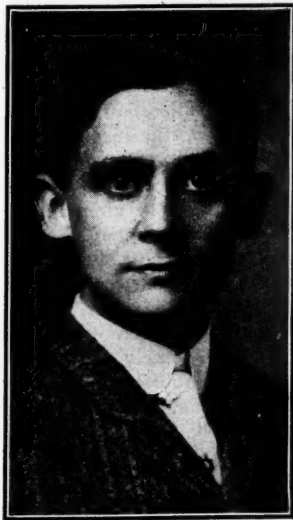
MR. CHARLES B. STOVER  
(President of the Park Board)



DR. ERNST J. LEDERLE  
(Commissioner of Health)

as President of the Board of Taxes and Assessments won general approval. This is one of the positions in which expert knowledge, acquired by practical experience, is indispensable. As to Mr. Purdy's qualifications in this respect there is only one opinion. In this as in several other departments the Mayor has not been disposed to make radical changes. He has encouraged "Big Bill"

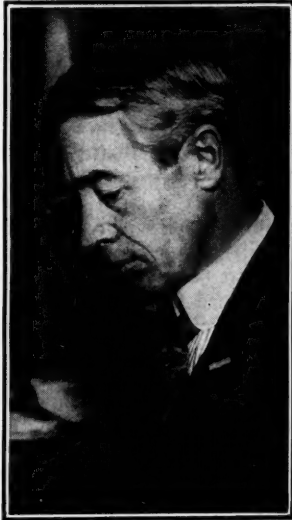
Edwards, the stalwart Commissioner of Street-Cleaning, who "holds over" from the McClellan administration, to add more football players to his force, in order to cope the more successfully with the snowfalls which have cost the city a million dollars in the past three months. So far as the Police Department is concerned the Mayor is virtually the Commissioner and has been from



MR. ARCHIBALD R. WATSON  
(Corporation Counsel)



MR. CHARLES H. HYDE  
(City Chamberlain)



MR. LAWSON PURDY  
(President of the Tax Board)

the first. He is quietly finding out in his own way things that it was quite impossible for an executive to learn through the old, accepted channels of information. The newspapers, we may be assured, have not got hold of more than a fractional part of what the Mayor has acquired by his own peculiar processes. The police problem in New York is now, as it has always been, the vital persistent problem of municipal government. The mere appointment of a Commissioner will not solve it. The one thing that may be counted on to help toward a solution is the consistent, unwearying effort to flood the dark places with light. The same kind of publicity that is doing so much to improve the quality of New York's government in other departments is needed in the innermost recesses of the police organization. The Mayor's efforts in this direction cannot fail to accomplish much good.

#### SAVING MONEY FOR THE CITY

While there has been nothing like a "clean sweep" in the city offices, hundreds of old employees being retained even when not protected by the Civil Service rules, there has been little hesitancy in getting rid of useless officials where the public business would have been blocked by their retention. A case in point was the Board of Aqueduct Commissioners, whose duty it was to supervise the acquisition of land and water rights for the Croton water supply. Their work was practically completed five years ago, but on one pretext or another these four commissioners continued to draw \$5000 salaries and to accumulate charges against the city amounting to over \$200,000 a year. Mayor Gaynor took the bull by the horns, summarily removed the old commissioners from office, and appointed a new board with specific instructions to wind up the affairs of their office within thirty days, if possible, on the understanding that as soon as this should be effected their official tenure would terminate.

Many instances might be cited of econ-

omies in the various departments within the first five or six weeks of the new year. In the Park Department many employees were discharged as soon as it was ascertained that they had no definite duties to perform. Perhaps the greatest reductions in pay-rolls were accomplished in the Water Department, where the annual savings from this source already brought about are estimated at over \$200,000. In the Fire Department something like \$40,000 has been saved. Taking

into account the reductions in the pay-rolls of the borough governments, probably it would be well within the facts to estimate the total savings to date to the citizens of Greater New York at \$600,000. It is not, however, in the cutting off or reduction of salaries that the most fundamental economies have been instituted. In some of the bureaus there has been a readjustment of salaries which has resulted in little or no reduction in the aggregate, but which must eventually bring about a very material increase in the actual work performed. The results cannot, of course, be estimated in dollars and cents. Several of the department heads have found it possible

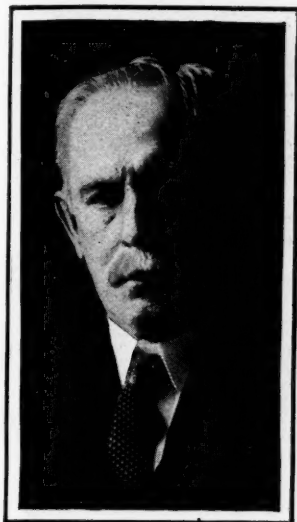


MR. RAYMOND B. FOSDICK  
(Commissioner of Accounts)

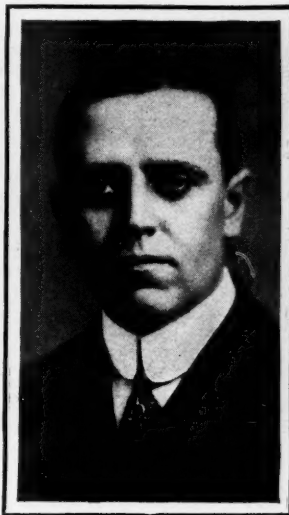
to dispense with many of the city automobiles, the use and misuse of which had become a public scandal. City Chamberlain Hyde, by a simple change in printing the form of warrant used by the city, effected a saving of many thousands of dollars per annum. Many instances of this kind might be enumerated, but the members of Mayor Gaynor's official family are not seeking glory for the administration through reductions in pay-rolls or the cutting of needless expenditures. They are working for something far more fundamental and permanent,—namely, such a reorganization of the public business that excrescences like those that are now being cut off will never again be able to grow and thrive on the body politic.

#### OTHER ARMS OF THE CITY GOVERNMENT

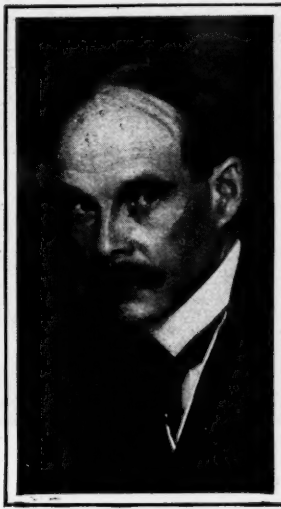
In the Finance Department there has been no haste in reorganizing the bureaus, but cer-



MR. PATRICK A. WHITNEY  
(Commissioner of Correction)



Copyright, 1908, by Pach Bros.  
MR. RHINELANDER WALDO  
(Fire Commissioner)



MR. CALVIN TOMPKINS  
(Commissioner of Docks)

tain changes in routine that had been approved in effect before Comptroller Prendergast took office have now been worked out to a logical conclusion. Although some employees have been discharged because not needed for the work that had been assigned to them, it has been found that other bureaus of the department require additional help, so that money saved in one direction will have to be used in others. It is maintained by those in a position to know that no Comptroller of New York City has ever entered on his duties with so full a knowledge of the workings of his department as that possessed by Mr. Prendergast.

Apart from their votes in the Board of Estimate and Apportionment, the several borough presidents of the greater city have positions of great importance. They virtually control the streets, sewers, and public buildings of their respective boroughs. The Borough of Manhattan, over which the Hon. George McAneny now presides, has a population about equal to that of the entire city of Chicago. If any man in New York is familiar with the affairs of Manhattan it is Mr. McAneny, who prepared the charges against Borough President Ahearn which resulted in that official's removal by Governor Hughes. President McAneny has given special attention to municipal matters for many years. He has named as his Commissioner

of Public Works Mr. Edgar V. Frothingham. The annual expenditure by the borough government for all purposes is about \$4,000,000.

The other borough presidents,—Alfred E. Steers in Brooklyn, Cyrus C. Miller in the Bronx, Lawrence Gresser in Queens, and George Cromwell in Richmond,—have entered on their duties with full knowledge that their offices are under close scrutiny. With the exception of Mr. Cromwell, of Richmond, and Mr. Gresser, of Queens, they are new men in their respective positions, and in the recent past there have been scandals in the several borough administrations over which they now preside. In the Bronx and in Queens those scandals were as flagrant as the Ahearn régime in Manhattan. Brooklyn, next to Manhattan, is the most important of the borough governments, its annual budget amounting to about \$2,000,000. In that borough the position of Commissioner of Public Works, the most important office under President Steers, is held by Lewis H. Pounds. The five borough presidents and the President of the Board of Aldermen are co-operating intelligently and effectively with the Mayor and the Comptroller in the Board of Estimate and Apportionment. The somewhat cumbrous machinery of the greater city's government was never under more even control than now.



CATTLE ON THE RANGE

## OUR BEEF SUPPLY AS A GREAT BUSINESS

BY WALTER C. HOWEY

LET fancy endow Adam with the gift of eternal life. Start him, the day of his creation, to piling up silver dollars at the rate of a dollar a minute. Permit him to work incessantly eight hours a day the week long down the ages. He will lack \$663,000,000 of having enough money to pay for all the live cattle in the United States in the year 1910.

Such is the magnitude of the beef industry. The annual report of the Department of Agriculture, issued a few days ago, indicates that there are 96,658,000 cattle in the country. At the estimated increase in population over the census of 1900 this provides a cow or a bullock for every human inhabitant, adult or minor.

It is but natural that the citizen should manifest interest in ascertaining what becomes of his beef. It is his right to be informed that the source of his beefsteak is rapidly diminishing, that the number of cattle decreases on a ratio with the increase in population, that the great cattle ranges, which the late Frederic Remington loved to picture, are on the verge of consignment to memory, and that there are mighty elements besides the beef trust which enter into this thing we call "the cost of living."

The trail of the beefsteak begins with the far Western cattle range. It follows devious turnings, back paths, and criss-crosses before it winds up at the dinner table.

### THE WESTERN RANGE INDUSTRY

The range cattle industry was founded by the Yankee as a resource. The early pioneers who pierced the Western plains were amazed to discover cattle there in mighty herds,—lean, long-horned, half-wild beasts. Their sires were the blooded battlers of the bullpens of old Madrid. Spanish galleons brought them over to provide amusement for the Castilians who seized upon the land of the Aztecs in search of fabled gold, rubies, and opals in 1519.

A few of these bulls escaped. A few bulls and cows were turned loose when the Spaniards set sail for home with ingot-laden ships. For more than three centuries they roamed the plains, drifting northward to the fertile valleys of the Panhandle district. They multiplied until the roar of their hoofs was as thunder when the invasion of the Yankee sent them fleeing down the prairies.

The settlers took possession of these herds as a prospector takes possession of his mine. They built rude houses of posts and mud



and gave them the Mexican name, *ranchos*. From this came the derivative, *ranch*, by which they designated their holdings.

As there was no law by which they could map out and hold certain portions of land, the early ranchmen made their own laws. They could not afford to fence in the land, even were it possible to lay claim to tracts that would be respected and recognized. To establish the rights of all they adopted an expedient from the dark ages when a scar was burned upon the brow of a criminal to distinguish him from honest men.

Each ranchman selected a distinguishing brand. In the early days this brand consisted of his initials. If his initials were the same as those of an earlier ranchman the newcomer would vary the brand by separating the initials with a bar, or surrounding them with a diamond, a half-circle, or a

square. The finder of an unbranded cow or steer was entitled to burn his brand into the flank of that animal. By this act he established his ownership.

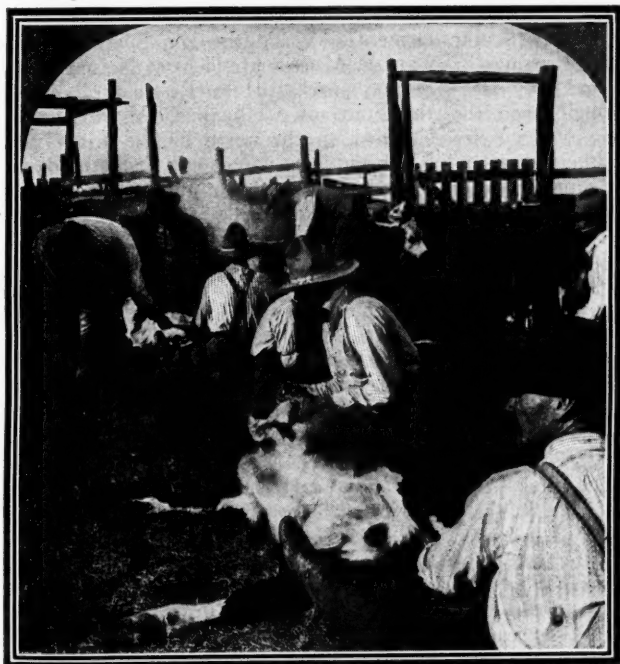
When the westward movement became pronounced the ranchmen of different communities established associations. These associations kept "brand books," in which the different brands and their owners were registered. To-day the ranch associations and their brand books are recognized by law.

In the spring of every year the ranchmen united with their cowboys or *rancheros* for the early round-up. This took place at the period when the cows had not yet weaned their calves. The territory covered consisted of hundreds of square miles. The cowboys set forth in small bands. Each outfit was accompanied by a "chuck wagon," a cook, and a relay of horses. The work, which covered weeks of time, consisted of driving the herds toward the center of a constantly narrowing circle. Each ranchman was entitled to put his brand upon the flank of the calf following the cow, which



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"ROUNDING UP" CATTLE FOR THE MARKET



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BRANDING THE CALVES ON A TEXAS RANCH

bore that brand. The herds were then permitted to return to grazing.

The late round-up took place in the fall. The beef cattle, fattened by the summer's feeding, were cut out from the herds. These beef cattle were turned into the "beef herds" and trailed toward the nearest railroad stations, where they were shipped to market.

This story is told in the past tense, because it is history. As the Territories,—Kansas, Missouri, Texas, Nevada, and Oklahoma,—were admitted to the Union as States the free grazing areas shrank. The homestead and fencing laws, which permitted a settler to take title to his half or quarter section of ground, fence it in, and repel invasion, sounded the doom of the ranges. It became necessary to own the land on which the cattle grazed, as well as to own the cattle, in order to operate a ranch.

The grazing land of the West differs materially from the lawns and pastures of the Eastern and Midland States. The ground is barren save for isolated spots or patches due to the fertilization of the herds. What vegetation exists is known as bunch grass or buffalo grass. From 7 to 10 acres is necessary to the sustenance of an individual animal. Water is infrequent and in isolated spots, known as water-holes. The homestead law permitted settlers, not particular as to ethics, to squat upon these springs or water-holes, fence them in, and levy staggering tribute akin to blackmail upon the ranchmen. Cattle must have water twice a day. The homesteading of the water supply by the "nesters," as these squatters were called, rendered thousands of acres of free range useless to ranchmen.

Gradually the ranchmen with small means gave way to individuals and syndicates possessing capital enough to buy and own the ranges. The operations of the "big outfits" called for expenditures running into the millions of dollars. Notable among these was the great X I T Ranch of the Capital City Land & Cattle Company, which owned 4236 square miles in the heart of Texas. This is equal to an area eighty times that occupied by the District of Columbia.

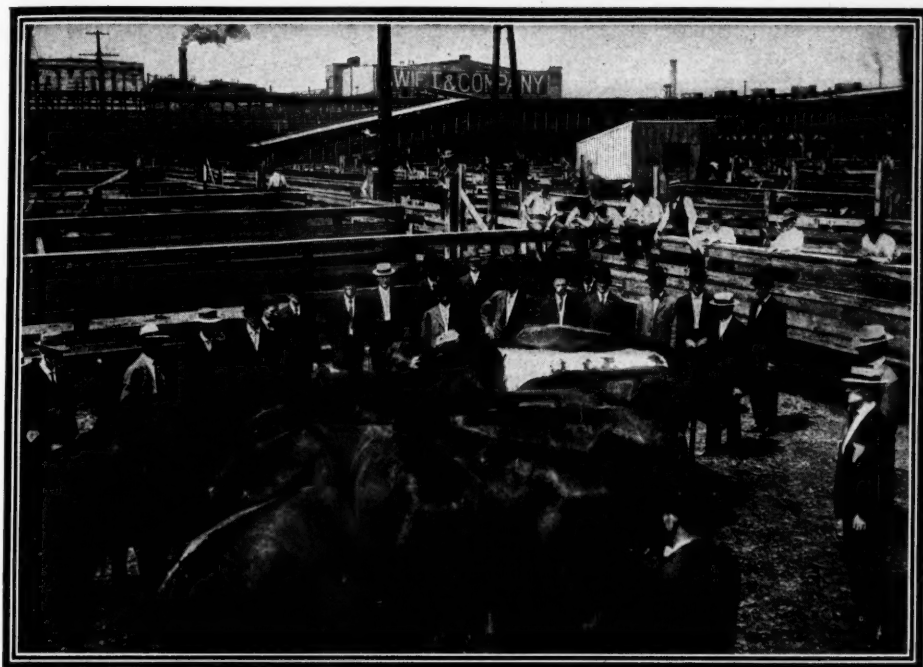
The land was ceded to a syndicate headed by the late Senator Charles B. Farwell for erecting the Texas State House. The company bought the brands and herds of a score of small ranchmen. A half-million head of cattle roamed its grounds at one time. Its single shipments to market often consisted of

from a dozen to twenty trainloads. Among other big ranches were the Childress Ranch, of 380,000 acres; the Hutton Ranch, owned by Judge Hutton, of Kansas City, and the J A Ranch, the cattle of which bore the brand of Mrs. Jack Adair, a society woman who lives in London.

The ranchmen bred cattle along scientific lines. They imported blooded stock for inbreeding purposes, Shorthorns and Herefords. So thoroughly did they improve the strain of the lean, wild Texan Longhorns that the quality and quantity of beef on a single steer was raised from 50 to 100 per cent. They bred for broad backs, deep ribs, massive hindquarters, and small udders.

Within the last five years these great ranches of the Southwest have been broken up. The national irrigation movement was a factor. The land-promotion departments of the continental railroad systems carried thousands of ambitious farmers into the district. The propaganda of scientific agriculture, the oil strikes, and the inroads of the immigrant were elements which led the big ranching syndicates to cut up their vast areas and sell them piecemeal. Even the packers aided in the consignment of romantic ranching to the realms of reminiscence. The great Childress Ranch was bought by the Swifts, cut up and parceled out to small farmers. Within the last thirty days Edward F. Morris, president of Nelson Morris & Co., purchased the Riverside Ranch, in the State of Chihuahua, Mexico. It is bounded on the north by the Rio Grande River and is 30 miles south of Sierra Blanca, Texas, the junction of the Southern Pacific and the Sierra Pacific railroads. The ranch was purchased from Dr. W. S. Woods, of Kansas City, the consideration being \$1,000,000. It consisted of 1,256,000 acres,—more than the area of the State of Rhode Island. It is said that this ranch will be broken up into small plantations.

The scene of big operations, with the exception of isolated instances, shifted suddenly to the Northwest. Big ranch syndicates located in parts of Colorado, Idaho, Wyoming, Montana, and the Dakotas. The term "Texas" was superseded by the word "Western," to designate the cattle grown in the Northwest. This was not due so much to the change in topography as to the distinction in beef value. Years of inbreeding and improvement have sent the pure-blooded Texas Longhorn the way of the buffalo,—on the road to extinction.



BUYERS IN THE SELLING PEN, CHICAGO

New elements, such as the sparseness of grass in the mountain districts, the loss of cattle through blizzards and heavy snows, the decreased fertility of cows, and the necessity for double-wintering cattle before they became prime for market, added hazards to the business which equalized the advantages of weight and beef quality gained by years of scientific breeding.

Among the great ranches of the Northwest in the last decade ranking favorably in area with those of the Panhandle district were those of Harris Franklin, Pierre Wilbaux, the Western Ranches, the Lake Tomb, the Empire Cattle, and the Montana Cattle companies.

#### FROM THE RANGE TO THE MARKET

To-day even the big outfits of the Northwest are fast closing out. The opening of the Rosebud and other Indian reservations to homesteaders, the "nesting" of settlers about the water-holes, the irrigation farm movement, and the industry of the land departments of the continental railroads have wound up the business of all the great grass-feeding outfits above mentioned, whose single consignments to market filled a dozen long trains. The average shipment to-day

is of from two to five carloads of forty head each.

The progress of the grass-fed or range cattle to market to-day does not differ materially from that of the early periods of the industry. The "round-ups" remain, though robbed of romance. The cowboys still wear chaps, though divested of six-shooters. The cattle of two or more ranches are loaded and shipped to market together. No effort is made at the round-up to sort by brands. It takes from four to seven days for the shipments to reach the markets. The trains are stopped at intervals of from twenty-eight to thirty-six hours. The cattle are released, fed, and watered. This is a legal requirement.

Upon reaching the stockyards the cattle are unloaded from the chutes, delivered by the railroads to the stockyards companies, which own the pens, and in turn handed over by the stockyards companies to the commission houses, or middlemen.

All sales of cattle, from grower to packer, are conducted by these commission men. They grade and sort the cattle. If the animals are uneven in flesh they sort for flesh; if uneven in size, they sort for size. The fat cattle are sold to the packers for killing.

The thin cattle, if old enough to eat corn, are sold as feeders; if not, as stockers.

Before being weighed the cattle are examined by men known as brand inspectors. The brand inspectors keep official records of the different cattle markings and the registered owners of the same throughout the country. The inspectors are posted through the live-stock associations of the various States. Brands are recorded with the Secretary of State much as a deed to real estate is recorded. When the ownership of a brand passes from one individual to another it is consummated in writing. Oftentimes the brand consists not only of the scar burned into the flank of the animal, but of a peculiar combination of ear notches or crop-pings.

Upon completing a sale of cattle the commission men give bills of sale to the persons designated by the brand inspectors as the registered owners. The progress of the fat cattle from this point is through the killing pens to the chilling rooms and thence to the butcher-shop.

The movement of the thin cattle is a back track. It provides employment and livelihood for a new group of individuals distinguished from ranchmen by the various titles of "short feeders," "warmers-up," or short-time buyers. Their domain is in the Cen-

tral States contiguous to the markets. The ranchmen depend for profits upon long-time feeding over wide areas of grass which require no cultivation. The short feeders base profits upon speedy fattening with high-grade and expensive provender. They turn their yellow corn into yellow gold through the alchemy of cattle.

The cattle known as feeders are warmed up or fattened in a few months. Cattle designated as stockers weigh less than 800 pounds and are too young to eat corn. They are allowed to grow a few months before entering upon the process of "warming up." Among the various foods that enter into the warming-up process are corn, hay, potatoes, low-grade flour, linseed meal, cottonseed hulls, sugar-beet pulp, alfalfa, and the mash rejected by the distilleries after whisky has been extracted. Corn and hay are the most popular fatteners. Cattle fed upon distillery mash are killed for quick consumption in communities contiguous to the markets. Their beef is not of high quality. It will not keep. The distillery feeds are located at Peoria, Ill.; Lexington, Ky., and points in Indiana.

Such is the history of the grass-fed animal, the Texan and the Western. There is a third branch of the industry confined to the rich stock farms and cultivated regions of the Eastern and Central States. It embraces stock-raising in its most highly scientific state, with pure-bred herds and high-power feeding, as well as instances where the breeding of cattle is an incident in the pursuit of general agriculture. To distinguish them from Texans and Westerns the cattle are known as natives.

#### DAIRY-FARMING REDUCES THE BEEF OUTPUT

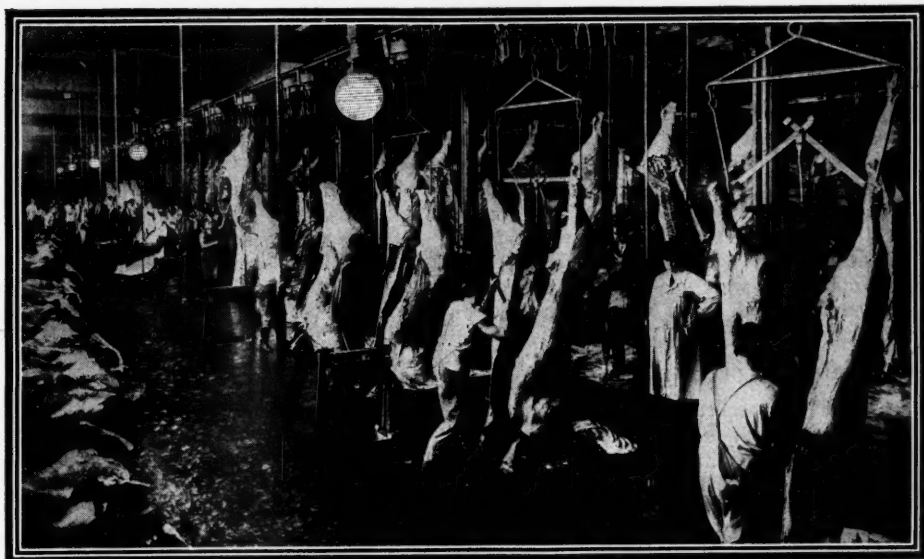
Cattle-growing in the Mississippi and Ohio valleys is conducted on a more expensive scale to-day than it was in the past twenty years. Corn has risen in price from 20 cents to 60 cents a bushel. The value of farm land has increased from \$25 to \$50 to \$75 and \$200 an



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GENERAL VIEW OF THE GREAT UNION STOCK YARDS,  
CHICAGO





IN THE CUTTING ROOM

acre. The scientific farmers turned out every year by such institutions as the agricultural colleges of Iowa, Illinois, and Wisconsin have made pasture lands yield greater profits through cultivation and crop-raising. The high prices brought by dairy products have led to an increase in the cultivation of milch cows.

Milch cows are not sought by butchers. A capacious udder goes with a lank hind-quarter. The interior mechanism of a Holstein or a Jersey turns food into milk. That of a Hereford or Shorthorn turns it into beef. Despite the bugaboo of the automobile the industry of raising horses and mules has grown. The facts are set forth in the following table from the Government census of live-stock in the United States:

Year.	Beef cattle.	Milch cows.	Horses.	Mules.
1910...	47,279,000	21,801,000	21,040,000	4,123,000
1909...	49,379,000	21,711,000	20,640,000	4,053,000

This indicates a decrease of 2,100,000 beef cattle, as compared to an increase of 90,000 milch cows, 400,000 horses, and 70,000 mules. The fact that there is a decrease of 6,365,000 hogs on American farms in 1910 as compared to 1909 may not be germane to this article, but it is significant.

#### THE LOCAL BUTCHER SUCCUMBS TO THE TRUST

"Jim" Black and John Hackett were rival butchers in the town of Fort Dodge,

Iowa, twenty years ago. Each owned his own abattoir on the outskirts of the town. They bought their cattle, hogs, and sheep from the farmers and stock-raisers of the outlying agricultural districts. They butchered for meat. When Mr. Black or Mr. Hackett butchered a beef he figured his profit on the steaks and roasts, lard and tallow, tongue and hide, sausage-meat, and stews. The horns, hoofs, bones, casings, blood, and fertilizer were consigned to a pile where now grows the greenest grass in Webster County. Out of the goodness of their hearts Mr. Black and Mr. Hackett gave away the liver to fishermen and dog owners. Oftentimes they did the same with rich soup bones to such customers as owned chickens or dogs.

One day a large yellow car with side-doors 8 inches thick was set off on a siding of the Illinois Central Railroad. Simultaneously a new meat market appeared on Central Avenue. The proprietor of the new meat market did not give away soup bones or liver. But he did cut prices on meat that neither Hackett nor Black could equal and live. Hackett and Black were both astute men. They closed out their meat markets, left the deserted slaughter-houses as a source of interest solely to little boys afraid of spooks, and went out of the meat business. Whereupon the price of meat in Fort Dodge began to soar again. The instance marks the retreat of the small

butcher before the invasion of the great packer, who butchers not only for meat but for by-product.

Out of the meat business went John Hackett and Jim Black into the cattle business. They were among the pioneers of Iowa to get \$1 a bushel for 25-cent corn by turning the corn into beef. They bought young steers from the ranches and farms and put them through the warming-up process. They bought young steers because the older ones were good rustlers and could fatten on bunch grass without the aid of corn.

#### THE COST OF BEEF ON THE HOOF

From the packers, who slaughtered for beef and for by-product, they learned the value of detail and close figuring. It is the detail of men who learned from the packers that makes it possible to secure estimates of the several increments in price between the range and the sales of the retail butcher to the consumer. The following illustration deals with a steer of medium quality and price. Assuming that the steer is raised in one of the Middle Western States, where 2 acres of pasture provides sufficient forage for a single animal, the first cost is as follows:

Interest on sire and dam at \$100 for one year previous to the calf's birth, at 6 per cent.	\$6.00
Interest on two acres pasture land at \$75 per acre, \$150, at 6 per cent.	27.00
Winter hay for three years, 3 tons at \$3 per ton	9.00

Cost to farmer of three-year-old.....\$42.00

The steer at the end of three years will have reached the average weight of 1050 pounds. It has a value of 4 cents a pound, or \$42 on the farm. The cost of shipment to market varies from 16 cents per hundredweight in the districts bordering the market to 50 cents per hundredweight on the far Western ranges. The shrinkage in weight of the steer in the period of transportation varies from 50 pounds to 150 pounds, in accordance with the length of haul.

The example cited will take into consideration the short haul and the slight shrinkage. This lands our bullock at the stockyards as a "feeder," weighing 1000 pounds, with a claim lodged against him by the railroads of \$2 and incidentals totaling \$1.

The average price for steers of this quality and weight, paid at the Union Stock Yards in Chicago in 1909, was \$4.50 per hundredweight. Shrinkage and railroad tariff equalize the price of the bullock at

market and afford the cattleman \$42 for his steer.

The farmer may be satisfied with this profit on his lean steer. He may decide to transform the animal into the finished product for killing. Or he may turn the bullock over on the farm to the professional feeder who makes a specialty of the warming-up process.

If the feeder is an expert the warming-up process will consume four months' time, during which the steer will have eaten 60 bushels of corn and gained flesh at the rate of from 2 to 2½ pounds a day. Expert feeders can make steers gain 3½ pounds a day. The average is 2½ pounds a day. At the average price of last year, 60 cents a bushel, the warming-up process will have added \$36 to the cost of the steer. If he grows his own corn the feeder will find one profit in the marketing of his corn on the farm without expense of hauling. The roughness in speedy feeding will yield 20 per cent. of the original value of the corn in fertilizer. It will also provide food for hogs, the estimated rate being two hogs to a steer. This will equalize the feeder's labor and the cost of hay, bedding, etc.

At the end of the feeding period the bullock will weigh 1350 pounds in the feed-lot. He will shrink 50 pounds in weight during the trip to market. Before final delivery to the packer or killer the following tariffs will have been piled up against the steer:

Transportation from feed-lots to yards, 1300 lb. at 20 cents per hundredweight	\$2.60
Switching charge of terminal railroad, at \$2 per car, or 10 cents per head	.10
Yardage charge of stockyards company	.25
Selling, weighing, and remitting by commission house	.50
Total	\$3.45

The actual cost of the steer to the feeder, including initial price, \$42, corn \$36, and incidental charges for marketing, \$3.45, totals \$81.45. At the average market price of last year for medium steers he will bring \$6.50 per hundred pounds, or \$84.50. This leaves the feeder's profit on 120 days' warming-up as \$3.05.

In October of 1909 short-fed steers that had been put on corn but forty and sixty days sold upwards of \$7 and \$7.50 per hundredweight at the Chicago Stock Yards. The average price of native steers for the year was \$6.35.

#### WHAT THE PACKERS GET

The steer, having been delivered to the packers and driven to the killing beds, it is

necessary to look to the packers for figures on their profits. A fair dressing steer,—one which yields a fair percentage of its live weight in beef,—will dress 58.5 per cent. Presuming the bullock to be a fair dresser, 58.5 per cent. of 1300 pounds is 760.5 pounds of beef distributed in the following proportions:

	Per cent. of carcass.	Weight in pounds.	Average, 1909, market price per lb.	Full value.
Ribs .....	9.5	72	\$0.17	\$12.24
Loin .....	17.1	130	.19½	25.35
Rounds .....	23.6	180	.08	14.40
Chucks .....	24.5	186	.07	13.02
Plates .....	12.4	95	.05½	5.22
Shanks .....	4.2	32	.04½	1.44
Flanks .....	3.9	30	.05½	1.65
Suet .....	4	31	.10	3.10
Trimming .....	0.7	5	.04½	0.23
Totals .....	99.9	761		\$76.65

This indicates why John Hackett and Jim Black, who butchered for beef at their little slaughter-houses, cannot afford to compete with the big packers when the steer on the hoof sells for \$84.50 and the market value of the dressed meat is \$7.75 less.

#### THE PROFIT COMES FROM THE BY-PRODUCTS

The profit to the packers comes from the ingenious utilization of the by-products. This is shown by the following exhibit of values:

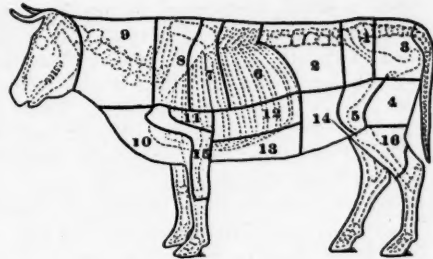


DIAGRAM SHOWING CUTS OF BEEF

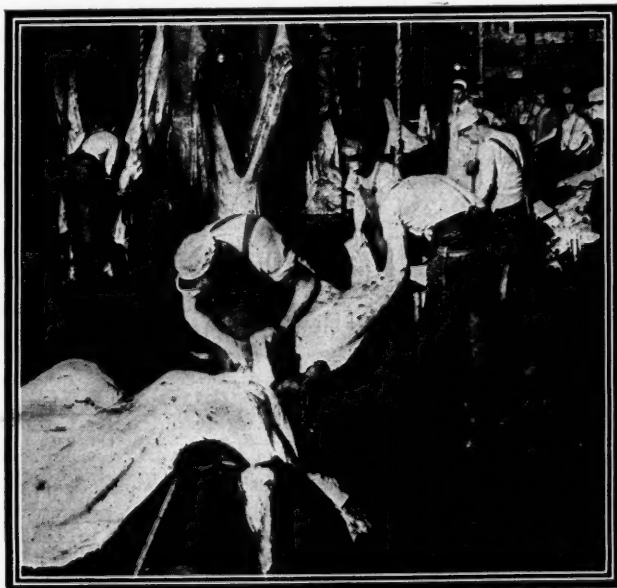
(1 and 2, loin; 3, rump; 4, round; 5, top sirloin; 6, prime ribs; 7, blade; 8, chuck; 9, neck; 10, brisket; 11, cross-rib; 12, plate; 13, navel; 14, flank; 15, shoulder; 16, leg)

Hide, 70 lb. at 12c. .	\$8.40	Casings .....	\$1.00
Heart .....	.15	Tail .....	.07
Liver .....	.50	Hanging tender...	.10
Tongue .....	.50	Blood .....	.23
Cheek meat.....	.20	Tripe .....	.25
Head and feet.....	.35		
Rough tallow.....	2.00	Total.....	\$13.75

The sum of the value of the by-products and the value of the beef is \$90.40. The cost of buying, killing, cooling, and marketing, as nearly as it is possible to estimate from the figures of the packers, is \$2.50 per head per annum. This embraces maintenance and operation of plant, including buying, killing, refrigerating and selling, insurance, and interest on money invested.

The difference between the value of the finished product, \$90.40, and the cost of the steer on the hoof, \$84.50, plus the cost of maintenance, etc., \$2.50, is \$3.40,—the profit to the packer.

The extensive laboratories and experimental departments maintained by the packers have made these profits possible. The ultimate profit, from the working up of the by-products, is impossible to estimate. From the hoofs neat's-foot oil is produced. It is used in softening leather. Glue and gelatine are also worked up from the same source. From the knuckle bones lampblack is made. Tannin is extracted from the brain. It is used in the treatment of hides. The



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DRESSING BEEF, REMOVING HIDES, AND SPLITTING BACK BONES  
IN ONE OF THE LARGE CHICAGO STOCK YARDS

blood is dried, compressed in machines, and emerges in the form of buttons. It is also used to clarify sugar. A process of extracting albumen from the blood is also brought into play by the ingenious packers. From the fats are extracted glycerine, oleo oil, and the body for toilet and laundry soaps. Pepsin is secured from the stomach. The hoofs and horns are worked up into buttons and combs. The shank and jaw bones are worked up into knife handles and piano keys. Even the scraps and crumbs of meat are saved to come forth upon the market after having been reduced by boiling to extract of beef. From the tankage and fertilizer such pharmaceutical extracts are obtained as nitrates and ammonia.

There are a half-hundred more distillations and extracts from the by-products aside from those mentioned. This will suffice, however, to illustrate how the packers have raised the meat business from the plane of the slaughter-house to a science that counts its profits on half the income from the tankage which small butchers formerly threw away.

In summing up the three operations through which our steer has now passed we find, exclusive of small tariffs of railroad, commission man, and stock-yards company, the following table of profits:

Farmer's profit on "feeder steer".....	\$6.00
Feeder's profit.....	3.05
Packer's profit.....	3.40
Total.....	\$12.45

It should be stated out of fairness that this estimate takes into consideration the most favorable circumstances. If the feeder buys the feeder steer in Chicago and ships to the feed-lots he must consider the cost of transportation both ways. Should the Federal meat inspectors find the animal afflicted with lump jaw or other disease, either farmer or feeder faces a loss. Should the Federal meat inspector condemn the beef after slaughter, the loss may be shouldered by the packer.

#### RETAILERS' PROFITS

The next process in the evolution of the beefsteak is the retail market. There are no commission men between the packers and the butchers. Sales are direct. Beef is a perishable product and will not permit of delay in its progress from the packing house to the retail customer. The elimination of the jobber or commission dealer in fresh meats indicates a saving in the handling of the product. This also enables the packers to

maintain a close touch with the fluctuations in consumption. It strengthens the grip of the credit departments on the retail butchers. No bank or clearing house is better posted in its credits than are the packers. From time to time the packers have threatened to absorb the retail markets in the large centers of population. Recently the Cudahy Sales Company was incorporated in the State of Illinois, with the object of establishing and operating retail markets on a scale somewhat similar to that of the American Tobacco Company in carrying its product direct to the consumer through the stores of the United Cigar Stores Company throughout the country.

The profits of the retail butcher cannot be estimated with the nicety of the operations heretofore discussed. A canvass by telegraph of the retail prices prevailing on ribs and loins in eight different centers on the same day brought figures that varied from 40 to 90 per cent. The charge of the retailer varies in proportion to the quality of meat which he handles, the extent of his sales, the proportion of his customers who carry their purchases home to those who require delivery, the relative standing in society of the community from which he draws custom, and the personal whim of the butcher himself.

When the butcher buys from the packer he has three grades of meat from which to select. These grades are marked, respectively, No. 1, No. 2, and No. 3. The prices on the more expensive cuts vary from four cents between No. 1 and No. 2 to six cents between No. 2 and No. 3. Few butchers mark their loins and ribs No. 1, 2, and 3, with the variations in price for the benefit of the consumer.

An average, struck from the books of six Chicago retail butchers for the year 1909, summer and winter included, indicated the following prices as representative of the cost of good grade beef to the retailer in that year:

Rib roast.....	20 cents per pound.
Sirloin steak.....	20 cents per pound.
Porterhouse.....	26 cents per pound.
Round steak.....	15 cents per pound.

In order properly to compute the profits of the retailer, however, it is necessary to make a comparison of the cost of beef to the butcher upon a specific date with the price which the butcher asked of the retailer upon that date. On February 8 the market price of No. 1 dressed beef on South Water Street, Chicago, as compared with



the retail prices of six representative butchers, was as follows:

	Weight in pounds from single steer.	Packers' price per pound. Cents.	Butchers' price per pound. Cents.	Difference in retail price on one steer.
Ribs .....	72	17½	22	\$3.24
Loin .....	130	22	26	5.20
Rounds .....	180	8½	15	11.70
Chucks .....	186	8	13	9.30
Plate .....	95	7	10	2.85

Total butcher's profit on beef.....\$32.20

When I gazed at them in amazement the butchers explained that the table, though mathematically correct, was not a criterion of sales or profits. While it is possible for them to sell the 72 pounds of rib roast at 22 cents and the 130 pounds of loin at 26 cents, it is absolutely impossible for the butchers to dispose of 180 pounds of round, 186 pounds of chucks, and 95 pounds of plates that go with that same beef. A portion of the cheaper cuts are sold to the retail customers. The remainder goes into hamburger steak, sausage meat, restaurant and boarding-house sales at decreased figures, which barely enable the butcher to equalize on inferior sales. This accounts for the fact that the retail prices of the inferior cuts of meat when bought in small quantities are almost double the wholesale values. Rentals, light, heat, and maintenance, cost of delivery, and a business of small daily sales in comparison to the large sales of other retail branches of industry are the reasons given by the butchers for the noticeable increase in the retail prices of beef over wholesale figures.

The porterhouse steak is the finest cut from the loin. The percentage of porterhouse to sirloin is as one to three. Consequently the price of porterhouse averaged 28 cents in the six Chicago butcher shops when the price of sirloin averaged 22 cents.

There is another phase of the business of the retail meat market which is interesting, if not enlightening. When a consumer orders a porterhouse steak of three pounds, for instance, the butcher cuts the meat on the block,

weighs it, and then trims it. The consumer pays for both steak and trimming at the rate of 28 cents a pound. The loss by trimming will average one-half of 1 per cent. However, as the consumer pays for the gross and not the net weight of the steak, he is out one-half of 1 per cent. of three pounds of porterhouse at 28 cents a pound.

The retail butcher does not wrap up the trimming with the steak. He throws it into a box beneath the counter. The contents of this box, for which the consumers have previously paid 28 cents a pound, are sold at the end of the day to the soapmaker at three-quarters of a cent a pound. The retail butcher makes two profits from the trimming.

The various elements which enter into the retail marketing of the product make it impossible to compute the profits of this branch of the industry with any certainty. However, it is a fact that the final stage through which the beefsteak passes before its appearance upon the breakfast table is fraught with as great expense as all of the other operations combined.

#### THE POWER OF THE MEAT TRUST.

Of the 400 trusts now doing business in the United States the meat trust is unique in its methods and organization. In its infancy it was described by "Moody's Man-



A CALF COOLER IN THE WHOLESALE MARKET, CHICAGO

ual of Corporation Securities" in 1904 as Lesser Industrial Trust No. 80, composed of Armour, Morris, Swift, Cudahy, the National Packing Company, and affiliated interests. The number of plants controlled and acquired was stated to be about fifty-six and total capitalization about \$110,000,000. Since then its number of plants and its capitalization have increased materially.

It owns the refrigerating car systems, the various stock-yard companies in Chicago, Kansas City, St. Louis, Omaha, Sioux City, Fort Worth, St. Joseph, and St. Paul. It has packing plants in all of these and many other industrial centers. With the exception of Swift & Co., the stock in its various corporations is closely owned and not upon the market. This makes it difficult to estimate earnings. The capital stock of Swift & Co. was increased in January, 1909, from \$50,000,000 to \$60,000,000. Upon this capitalization the company has paid dividends of 7 per cent. per annum. The report of the company's business for the fiscal year ending in January, 1909, showed a total volume of business amounting to \$240,000,000. The last treasurer's report indicated earnings of \$7,600,000, after the deduction of \$1,700,000 for depreciation, or the equivalent of 15.2 per cent. on the \$50,000,000 of capital standing at that time. No statements of earnings have been made by the other packing companies.

That the meat trust is capable of controlling supply and demand, both of cattle on the hoof and dressed meat, is indicated by the injunction issued by Judge Grosscup in the United States courts restraining it from so doing in 1902.

That the packers have been suspected of conspiracy to regulate trade and commerce since that time is indicated by the various Government prosecutions started in recent years. In 1905 the packers were indicted in the United States courts at Chicago. They escaped prosecution as individuals upon the plea that former United States Commissioner Garfield had obtained, under promise that it would not be used against them, information which was subsequently made the basis for indictments. To-day the packers again find themselves under federal scrutiny. The theory of the prosecution is that the heads of the various packing companies met as directors of the National Packing Company, fixed the prices for that company, and regulated the prices of the other concerns in unison. The investigation is also directed toward the

operations by which the New York Butchers' Dressed Meat Company was secretly absorbed some time ago.

#### SUPPLY FALLING BEHIND DEMAND

However, the fundamental causes of the increase in the price of beef to the consumer are the decrease in supply and the increase in population. The Government estimate of the number of cattle, including cows, in the United States January 1, 1910, as compared with that of the three years previous, shows a steady annual decrease. The figures are as follows:

1907.....	72,533,996	1909.....	71,099,000
1908.....	71,267,000	1910.....	69,080,000

The report of the Department of Agriculture for February showed a decrease in production in all of the great beef-raising States, as compared with the figures of a year ago, with one exception. There was an increase of 10 per cent. in the number of beef cattle in Wyoming on January 1, 1910, over the number at the beginning of 1909.

The report showed a decrease of 7 per cent. in Texas, 7 per cent. in Oklahoma, 11 per cent. in Arkansas, 7 per cent. in Montana, 2 per cent. in Colorado and Arizona, 4 per cent. in New Mexico, 4 per cent. in North and South Dakota, 6 per cent. in Iowa, 7 per cent. in Kansas, and 5 per cent. in Nebraska. There was an increase of 3 per cent. in Florida and of 1 per cent. in Delaware and South Carolina, but the latter States raise few beef cattle.

The falling off in beef cattle in the past year has been more than two million head, a ratio of decrease amounting to almost 5 per cent. The causes in order of importance may be set forth as follows:

1. Disappearance of free grazing land.
2. Breaking up of the great cattle ranching outfits.
3. Increase in value of pasture land in the Ohio, Mississippi, and Missouri valleys to such an extent that it is hardly profitable to pasture cattle.
4. Increase in the price of corn and similar fattening foods, amounting to 300 per cent., in the past twenty years.
5. Abandonment of the cattle-raising industry by farmers in favor of other pursuits, such as dairy farming, fruit raising, and the cultivation of vegetables upon a scientific basis, with better returns upon the amount of capital invested.

There is one phase of the question of responsibility for the high prices of beef which

leads to the speculation as to whether or not the packers are responsible for the high prices forced upon the retailer.

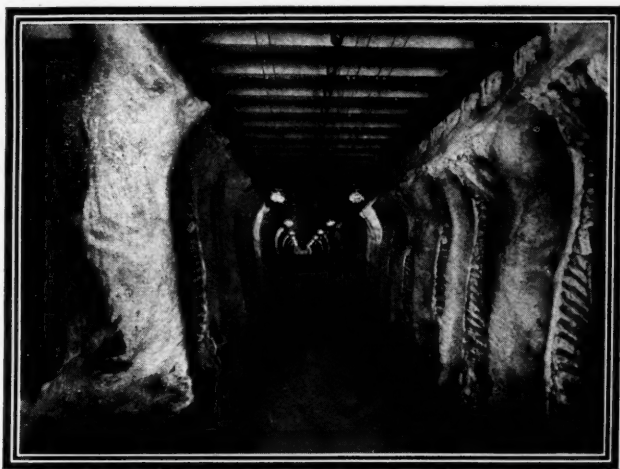
In Liverpool, No. 1 beef exported from the United States was quoted at 12 cents, and in London it was quoted at 15 cents the same week it was quoted at 17½ cents per pound in the United States.

When asked how they could pay freight and steamship rates on export beef and sell it in England at less than they asked of home consumers, the packers replied that they were losing money on every foreign sale.

The trade between the United States and Great Britain in fresh beef has fallen off in the last few years. Great lines of refrigerator steamships plying between Argentina and Liverpool have so lowered the price of meat in England that the packers were forced to cut prices. Argentine cattle are cheaper by 30 per cent. than cattle in the United States. The American packers have been loath to lose the London markets. They have bought many packing plants in South America, but they are not credited with control of the packing business there. The packers argue that sales of fresh beef are conducted in the face of a loss because the loss is more than equaled by the profits in the sale of canned products, oleo, oils, tallow, and pork. They say that it is necessary to sell chilled beef in order to uphold the demand for these things.

Although there has been a falling-off in all exports in the past year, the decrease in hog products, oleos, and canned goods is not so marked as that in beef. Exports of beef were \$9,592,176 in 1909, as compared with \$15,952,670 in 1908. Exports of oleo products were \$20,000,000 in value, as compared with \$23,000,000 the year before. Exports of pork, bacon, and ham totaled \$51,000,000 in 1909, as compared with \$60,000,000. The value of the exports on by-products such as sausage casings increased 25 per cent.

The tariff on the importation of live cattle is 27.5 per cent. ad valorem. The tariff on dressed beef is 1½ cents per pound. On other meats it is 25 per cent. ad valorem. It is argued that a reduction of the tariff to per-



SIDES OF BEEF HUNG IN ONE OF THE LARGE COOLING ROOMS

mit of the sale of dressed beef and cattle on the hoof from the South American republics, Canada, and Mexico would lower the cost of beefsteak to the consumer materially. It would appear, however, that the Government, in its many losing fights against the packers, has failed to consider tariff reduction as an effective weapon.

Two other elements, each significant in themselves, yet neither open to detailed analysis, enter into the consideration.

#### THE COLD-STORAGE BUSINESS

One is the cold-storage factor, the importance of which must remain more or less a secret until laid open by an investigation authorized by the Government itself. It is known that every year large stores of eggs, butter, fish, and fowl are gathered up by great syndicates at periods when the market is low. These stores are preserved in ammonia and natural refrigeration plants. There they are held until the original sources of supply are shut off by the rigors of winter. The market is then at the mercy of the syndicates.

Facts concerning the extent of the cold-storage business are impossible to obtain with any degree of accuracy at present. The cold-storage houses are under no laws or regulations save those of the food inspectors. They publish no reports and make no daily, weekly, or annual accountings to the public. Recently the packers have been accused of maintaining a monopoly of this business as an adjunct to the meat industry. That this element must have some important bearing up-

on the high cost of other foodstuffs is apparent. When eggs sell for 60 cents a dozen it is cheaper to subsist on meat. When butter is 40 cents a pound poor persons must buy the packers' oleo.

The packers decline to commit themselves upon this subject. The records of the butter and egg exchanges are admitted to be estimates. As estimates they lack authority. And no nation-wide investigation of this sinister and mysterious factor in the cost of our daily bread has been conducted in behalf of the public.

The fourth big reason for the increase in the price of beef is one which has become a very popular subject for investigation among legislative bodies, labor unions, and women's clubs. It masks under the fascinating title, "the cost of living." It must be mentioned and left to the investigators for further exploitations, with the significant reminder that advances in prices among commodities are sympathetic.

#### MISTAKES OF THE HOUSEWIFE

The incidental causes of increase in price are to some extent amusing. First among these is the ignorance of the average housewife. It is significant to note in the tables of beef values reproduced in the fore part of this article that while the ribs and loins amount to but 26.6 per cent. of the total weight of the steer, yet they bring on the market half the value of the whole animal. The sole cause for the high value of ribs and loins in proportion to the other cuts is the demand. As a butcher puts it, "The woman with a round steak income has a porterhouse appetite." The demand for porterhouse, sirloin, and rib-roasts is due to the fact that they may be more easily prepared for the table by broiling or baking than the cheaper cuts. The housewife of the days gone by insisted upon doing her own marketing. She selected her cuts in person and perhaps she carried them home herself. The cost in delivery of meat by wagon averages from two cents to five cents per delivery to-day. The butcher permits the consumer to pay it. The housewife of the days gone by knew how to prepare succulent stews, in-

viting boiled meat, delicate steaks from other cuts beside the loin. The cook-book of the days gone by, with its diagram of the various cuts of a beef, bears evidence of this. The diagram is missing from the "Dainty Dishes" *de luxe* of the housewife of to-day.

Good judges of a beef flavor declare that the rounds, the sirloin butts, shoulder steaks, clods, skirts, and flank steaks, when properly prepared for the table, possess a flavor not excelled by the more favored cuts of beef. At the Saddle and Sirloin Club, in the Union Stock Yards, Chicago, the favorite dishes of several packing house magnates are said by the chef to be sirloin butts and flank steaks.

The invention of the fireless cooker is a boon to the housewife of small income. It permits the cooking of the cheaper cuts of meat by a method that preserves their original juices and savor. Meats should be simmered, not boiled. An increased use of the fireless cooker and a proper understanding of the values in the cheaper cuts of beef may save them from consignment to the pickling vats for offer later as corned beef.

The outlook for the future depends upon the facts presented in this summing up. Authorities from the range, the feed lot, the commission house, the packing plant, and the retail market are prone to agree that nothing short of a revision in the monetary system can keep beef from going higher when measured by dollars and cents.

There is a beef boycott in many communities. The boycott comes at the Lenten season. The packers have been asked what effect this foreswearing of animal food will have upon the market. They reply that it may mean a slight temporary depression, hardly measurable in dollars and cents. This they say will be equalized by the increase in the values of other food. There was a beef boycott in 1901, whereupon federal action against the packers led to the Grosscup injunction. There was another in 1905, when the packers won out through the plea which former Attorney-General Moody immortalized by the term "immunity bath." Both were popular for a time. Neither was widespread nor effective in the long run.





# ELECTRICITY AS A SOURCE OF HEAT

BY DONALD CAMERON SHAFER

**F**EW housewives know that even with the very best cook stoves more than 90 per cent. of the heat energy of the coal either escapes up the chimney or makes the kitchen insufferably hot; only from 4 to 7 per cent. of the heat is actually used in cooking. When Edison's dream of electricity direct from coal is realized, if ever, then will this extravagant waste of heat energy cease.

Electricity, except for its present cost, is an ideal source of heat, as there is absolutely no loss in the change from electricity to heat. But to change the coal energy to electricity is a laborious process, as 50 per cent. of the coal energy is wasted in changing it to steam, while nearly 90 per cent. of the steam energy is lost in securing mechanical energy, of which 10 per cent. is lost in changing to electricity,—to say nothing about the enormous cost of furnaces, boilers, steam turbines, electric generators, and other machinery used in the process.

It seems practically certain that new and better ways of obtaining the heat so necessary for our lives and comfort will be found in the years yet to come, but certain it is that unless some such discovery is made before many years the water-powers will have to be harnessed to secure electrical energy, and this energy transmitted to various points and turned into heat.

Electric heat can be had on the instant, for electricity travels at the rate of 186,000 miles a second, and in any degree desired, from a warmth that is barely perceptible to the touch to the carbon-melting heat of the electric furnace in which tungsten, platinum, diamonds, and firebrick itself melt and run like water. Electric heat can be carried anywhere about a building and applied just where wanted without serious loss through radiation. Consequently the electric kitchen and the "wooden range" can be operated all day long to cook and bake without raising the temperature of the kitchen to any considerable degree.

## HOW ELECTRICITY PRODUCES HEAT

Whenever electricity is flowing through a wire the temperature of that wire is more or less raised above the surrounding atmosphere.

The amount of heat developed depends upon the nature of the conducting wire and its size. It is a fact that every path through which electricity flows offers some obstruction to its flow. This quality is known as resistivity, and the resistance of a definite length of wire of a given diameter of any material can readily be measured. If in a circuit of low-resistance copper wire a small piece of fine platinum wire, having a very high resistance, is introduced, a current which will barely warm the copper wire will heat the platinum wire white hot. This is because the electricity, so to speak, has to work hard to get past the platinum obstacle in its path, and this work produces heat.

Upon this very principle all the electric-heating devices of to-day are constructed. Take, for instance, the electric chafing-dish. Without the above explanation it is difficult for the layman to understand where the heat comes from which cooks the fudge or the Welsh rabbit. One can see no flame, nothing that even looks as though it might be hot, yet the contents of the pan is bubbling away, emitting clouds of steam. When the flexible cord is connected to the electric-light socket and the current turned on the electricity flows down the wires in the cord to the "resistance" concealed in the bottom of the chafing-dish. This "resistance," a leaf of special alloy metal, does not allow the current to pass readily, and the energy expended in overcoming this causes it to get very hot.

## HOUSEHOLD USES OF ELECTRIC HEAT

The house electric, wherein all the heating and cooking and most of the housework is done by electricity, is already an assured fact. Over the invisible fires of the wooden stove the meals are being cooked, electric radiators warm the rooms, and electric power drives the vacuum cleaner, washing-machine and wringer, fans, dish-washer, ash-sifter, hair-dryer, and a number of other power-driven machines which have already been introduced to lessen the burdens of the housewife. Large restaurants, hotels, and clubs are beginning to utilize electric heat in their kitchens.

Electric heating and cooking have already



COOKING BY ELECTRICITY

become so common that nearly all of the lighting companies make a special rate for this kind of service, which is considerably less than the regular lighting rate. Under these advantageous conditions electric cooking is but little more costly than cooking by coal or gas, and many times more convenient and sanitary. There is no coal to carry, no dirty soot or ashes, no waste of heat, no overheated kitchen.

In the cities where gas is available the gas range is fast superseding the coal stove because of its greater convenience. A modern gas range costs only about \$25, and with gas at from \$1 to \$1.35 a thousand feet a little over three dollars a month will supply enough to cook food for a family of four. But this does not include hot water for washing and toilet purposes. If these were added it would probably double the monthly cost, as an additional water heater costing about \$15 would have to be installed and at least \$1.50 would be added to the monthly bills. While gas does away with most of the labor required about a coal stove, it is far indeed from being an ideal source of heat. The open gas flame is dirty and extravagantly wasteful of the precious heat; it gives off obnoxious odors and is more or less dangerous. On the other hand, the gas stove is so much easier to control and manage than a coal stove that it appeals to the women who have to do the cooking in the house. So, too, does the electric range.

Cooking by electricity is already a recognized practice and the heating engineer now has a recognized profession. A great many families have already taken out their cumbersome coal stoves and odorous gas stoves and installed electric ranges in their kitchens. The complete electric range for a family of four costs about \$75. This seems high in comparison with the cost of a coal or gas range, but it must be remembered that with the electric range comes a complete set of aluminum and copper cooking utensils, while with coal or gas you have to purchase these things extra. In most cases these ranges, once purchased, are connected free of charge by the electric lighting company, which is usually very anxious to have people do their cooking by electricity. With these companies the "day load," as the current consumption is spoken of, is very light, and it is not until after dark when the lamps are lighted that the demand for electricity really begins. Therefore, in most cases they are willing to make a low rate of 5 cents a kilowatt, or even less, for electricity used for heating and cooking purposes during the day.

#### COST OF ELECTRIC COOKING

A kitchen range suitable for four consists of a hardwood table, finished in mission style, completely wired and ready for connecting with the city lines. The utensils consist of a



MAKING TOAST AT THE BREAKFAST TABLE

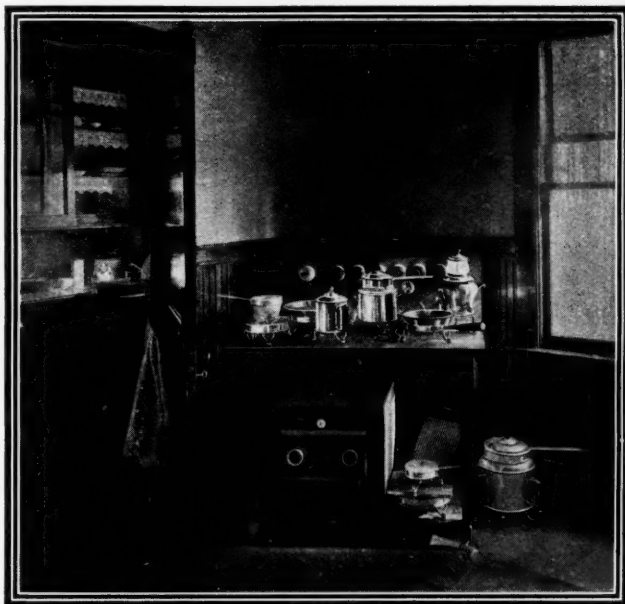
2-quart cereal cooker, a 2-quart teakettle, a 3-pint coffee percolator, a 7-inch frying pan, broiler, grid, oven, toaster, and a small water heater. Where the lighting plant does not connect the kitchen outfit free of cost it can be readily done by any electrician at a nominal figure. A separate meter registers the amount of electricity used for cooking purposes. Such an outfit can be economically operated at a cost averaging close to \$1.25 a month per person, or \$5 a month for four persons. The electric range does not provide for hot water, but the continuous-flow water heater is used in connection with it. With this type of water heater, which is attached to the faucet, the opening of the tap turns on the electricity and the water is heated as fast as it is drawn, without a particle of wasted energy. Thirty gallons can be heated in this way for 15 cents.

In one family where gas was obtainable for \$1 a thousand feet the average cost per month for cooking by gas was \$3.12. For a time all the cooking was done on gasoline stoves; at a cost of 15 cents per gallon for fuel the average cost per month was \$3.00. A few years before, when gas was impossible, the cooking for this family was done over coal fires at a cost of \$7.50 a month. Now the new electric kitchen is used exclusively at an average cost of \$6.85, consuming 137 kilowatts a month at a special rate of 5 cents.

Another family of two kept an accurate account and found their bills close to \$3.15 a month for electric cooking. When a sister came to live with them the average increased to \$4.35 a month. The average cost per person per meal was only \$.0143.

In small families the coal stove is especially expensive and burdensome, as it costs just as much to run such a stove for two as it does for six. In large families the average cost diminishes perceptibly. With electricity the rule is exactly opposite; the smaller the family the more economical the cost for cooking becomes.

A man who recently installed a complete

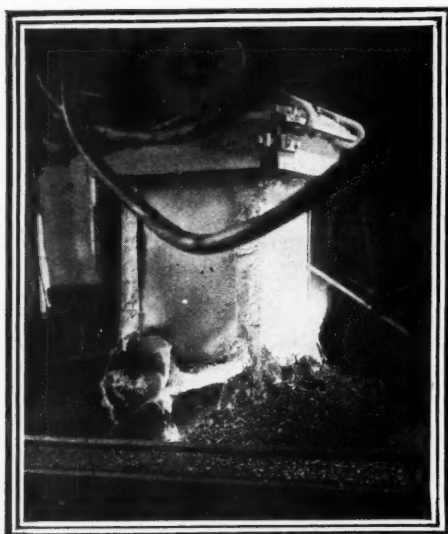


THE ELECTRIC KITCHEN.—COOKING RANGE AND UTENSILS

electric kitchen in his new home gives the following operating costs checked from his cooking devices in actual use under a 10-cent rate:

Electric flatirons, 3 lbs., cents per hour.....	2½
Electric flatirons, 6 lbs., cents per hour.....	5
Pint water heaters, cents per hour.....	3
Quart water heaters, cents per hour.....	5
Two-quart water heaters, cents per hour.....	10
Six-quart water heaters, cents per hour.....	13
Combination 4-quart cooker, cents per hour.....	10
Teakettle, 4-quart, cents per hour.....	10
Coffee percolators, cents per hour.....	3 and 5
Chafing-dish, cents per hour.....	5
Ten-inch stove, cents per hour.....	12
Frying pans, cents per hour.....	5 to 13
Broiler, cents per hour.....	9
Oven, cents per hour.....	15
Corn popper, cents per hour.....	3
Cigar lighter, cent per month.....	1
Shaving mug, cents per month.....	5
Heating pad, cent per month.....	½
Luminous radiator, cents per hour.....	7½ to 15

The fireless cooker is also a great saver of heat energy in the kitchen, and the use of this modern device will save many dollars where the cooking is done by electricity or gas. Coal fires cannot be allowed to go entirely out, because it is so much trouble to get them started again, so the food might just as well boil on the stove as elsewhere. But on the electric range the boiling foods can be taken away, the heat instantly turned off, and the foods placed in the fireless cooker, where they will simmer away until they are done. The fireless cooker costs but little or can be readily improvised at home, it being such a simple device. It is merely a box



AN ELECTRIC FURNACE

wherein the kettle or utensil can be placed and covered, effectually insulating the heat from radiation. A wooden box lined with asbestos and packed with hay, excelsior, or felt will answer the purpose very well.

Throughout the country where electric-light service is available the electric cooking and heating devices are also being used extensively to supplement the other sources of heat. Many of the smaller devices are made with flexible cord connections, so that they can be readily attached to the electric-light fixture in place of a lamp. Perhaps the best known and most useful of all such appliances is the electric flatiron, which is now common enough in the household. This iron, always at a constant temperature, saves the steps to and from the stove, wastes no heat, and does not raise the temperature of the apartments on a warm day,—saving the seconds in the home as well as the heat energy. The chafing-dish, the coffee percolator, the corn popper, the toaster, the small grid, the shaving mug, the milk warmer, and the small water heater can be used economically in this way.

#### ELECTRIC HEAT IN THE INDUSTRIAL WORLD

Electric heat is already superseding all other kinds of heat in the industrial world

where steam heat and direct combustion methods were used to heat special tools and machinery. The adoption of electricity presents the same advantages over the older methods that the electric drive does over the older methods of transmitting power. Safety, cleanliness, flexibility, and convenience are as apparent in these as in other electrical applications. Sanitary conditions are improved and labor is made more available and contented. Machines may be placed where most convenient without regard to the source of heat. Losses due to the transmission of heat are eliminated. Increased production, improved product, and decreased manufacturing cost are also included in the testimony given upon the results obtained by the introduction of electrically heated equipments.

The most important examples of the use of electric heat for industrial purposes are to be found in the metal industries. Pig-iron is being smelted from the ores by electricity; steel is being refined; the manufacture of carbide of calcium, aluminum, phosphorous, carbon bisulphide, sodium, and potassium is being successfully and extensively carried on by the use of electric furnaces.

In the leather trades, clothing and textile manufacturies, wood-working, paper industries, and hundreds of other factories, electric heat is being used to-day. Even the silk mills and tea dryers of far-away India recently sent to the United States for special electrical heating devices.

What the future will bring forth in the heating world is hard to predict, but many wonderful inventions are promised. Who will be the first to store the heat of the sun? Who will be the first to extract electricity direct from coal and save the enormous waste now going on? Who will be the first to discover a new and better source of heat?

Perhaps we shall go right on burning up the precious coal supply until it becomes too scarce to be used for cooking purposes, and by that time, let us hope, the rivers and streams will be all harnessed to electric machinery to supply us with an abundance of electrical energy which can be readily changed into heat.







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HARBOR OF BARCELONA, SPAIN, SHOWING THE MONTJUICH FORT IN THE BACKGROUND

## SPAIN'S ECONOMIC REVIVAL

BY FRANK D. HILL

(American Consul-General at Barcelona)

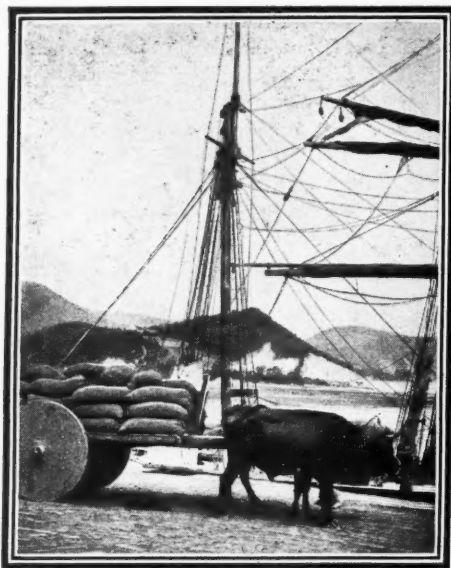
SPAIN is redivivus; the sleeper has awakened. The roar of our shotted guns at Manila and Santiago was not more epochal in proclaiming the opening of a new and the end of an old era for the United States than for Spain; a new Spain, with its pronounced manifestations at Barcelona and Bilbao, dates from 1898. Spain's colonial rule had throughout the century been marked by feebleness; like the Netherlands in Europe and New England in the United States, the nation had lost her expansive force,—but in losing her colonies found herself. The bonds that united her to her romantic past and the heroic epoch in her history,—to the reigns of Ferdinand and Isabella, Charles V., and Philip II.,—were cut in twain, and she now faces for the first time the somewhat brutalized positivism,—the hard, unyielding facts,—of modern life in which the practical spirit holds full and undisputed sway.

A sober historian calculates that in the

last thirty years of Spanish rule 150,000 lives and \$800,000,000 were lost in the Cuban wars alone. This drain and a like one in the Philippines has been stopped. Besides, large numbers of Spaniards elected to return to the old home, once the Spanish flag was lowered in the colonies. Indeed, the newer districts of Barcelona have been built up in great part by these returned "Americans," as they are called here.

### SOUND NATIONAL FINANCES

The interest payments on the debt, requiring about \$67,000,000 annually on a principal of \$1,500,000,000, is promptly met, the budget balances without deficits; and most of the public securities have been funded at 4 per cent. The external 4s, which were quoted on December 31, 1898, at 59.50, were 97.15 on December 31, 1908, and while it took over 32 pesetas to buy a pound sterling of foreign exchange on December 31, 1898,



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HAULING WHEAT BY MEANS OF OXEN, BARCELONA

it took only about 28 on the same date ten years later. The "Norte" railway,—the chief artery of the country's transportation system,—was quoted as short a time as three years ago at 50 and now stands at over 80, and the stocks of the "Alicante," another trunk line, which were 82 at the same period, now rule at 98 and above. The credit of the country is shown by the fact that the 4 per cent. amortizable loan opened in Madrid on July 9, 1908, for about \$28,000,000 was subscribed fifty-five times over.

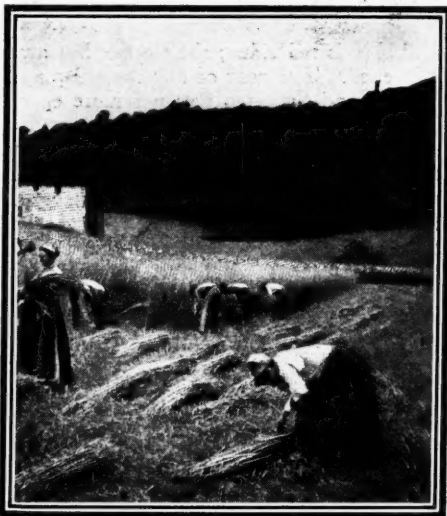
#### THE COUNTRY'S NATURAL RESOURCES

The natural wealth of Spain in minerals has been known to everybody since the period when Cadiz was founded at the pillars of Hercules 1000 B.C.; but not until very lately have its resources been scientifically developed. Unfortunately to-day, like the country's public securities which are held for the most part in Paris and Brussels, these properties have passed into foreign hands. One by one the weak governments of the past have been compelled to part with the nation's treasures,—the copper mines of Rio Tinto, the lead mines of Tharsis and Linares, and the great quicksilver mines at Almaden,—all of world-wide vogue as producers of metal. Nevertheless these sources of wealth are now being systematically exploited and yield revenues to the state and pay wages to

Spanish workmen. The rise and growth of Bilbao, under foreign control and with foreign capital, has been quite as phenomenal as the story of our Leadvilles, Buttes, etc.

Spain produces her own sugar on the beautiful "vega" of Granada and other parts of that most favored region, the olive thrives throughout all the south and east and the production of olive oil is a very large industry, while wines are produced both in the south and north. The luxuriant garden stretching from the French frontier to Gibraltar,—about 700 miles,—shows the almost unmatched natural resources of only one section of sunny Spain. Within that sea-bound strip cork, wheat, rice, the vine, and all manner of fruits of both the tropical and temperate zones are cultivated. The one small city of Castellon in Valencia received in 1906 over 6,000,000 boxes of oranges at about \$2 a box, or \$12,000,000, while in the mountains flanking this coast region are located the famous mines of Linares, Almaden, and Rio Tinto.

Agriculture is, of course, backward. Farming operations hark back to the childhood of the race,—to Bible days,—and olive oil and wines prepared for the market in a more or less primitive way are shipped to France and Italy, there to be elaborated, put in bottles and casks with foreign labels, and sold to the world as native products, the return to the Spanish growers being com-



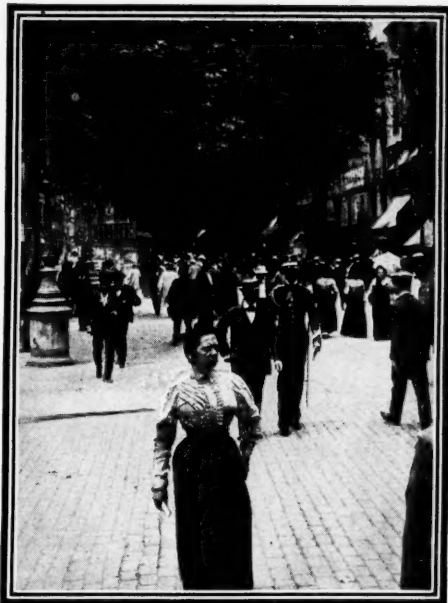
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HARVESTING WHEAT IN THE BASQUE PROVINCE OF  
GUIPUZCOA, NORTHERN SPAIN

paratively small. The farmer still plows with a crooked stick and the ancient threshing floor is the usual fanning-mill. Still, the sale of American harvesting machinery is making headway, though slowly. Deering, Plano, and other harvesters and Deere plows are used on the King's farm at La Granja and were exhibited by him at the Saragossa Exposition in 1908.

#### CATALONIA, THE MOST MODERN PROVINCE

Progressive Spain consists of the region skirting the Pyrenees from Barcelona to San Sebastian,—the summer home of the King, and one of the leading summer resorts of Europe,—and the region to the west facing the Bay of Biscay, including the cities of Bilbao and Santander,—in other words, Catalonia, with its capital at Barcelona, Aragon, Navarre, and the Basque provinces.

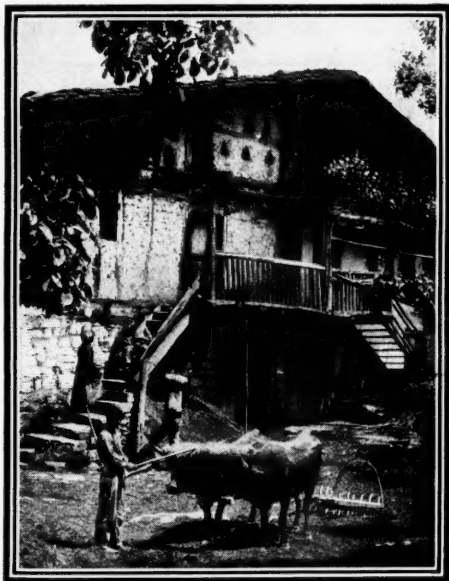
Catalonia is the most modern province in Spain. In all her history she has been tur-



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#### THE RAMBLA

(The principal business thoroughfare of Barcelona)



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#### A TYPICAL FARM-HOUSE OF THE BETTER CLASS

bulent and has manifested centrifugal tendencies. Her language is Catalan,—a Provençal speech,—and not Spanish or Castilian, and her characteristics of industry, frugality, and saving have caused her people to be called the Dutch of Spain.

The modern Catalan has in his veins the blood of the old Iberian race, reinforced by admixture of the Greek, Roman, Goth, Arab,

and Gaul. In his business instincts and aptitudes he contrasts sharply with the inactive Castilian, who, with the inhabitants of Leon and Extremadura, which gave to the world Cortez and Pizarro, are the Spaniards, in the main, of history, presenting the type regarded as characteristic abroad; and with the gay and lightminded Andalusians, who, like the country people of the Castiles, are simple agriculturists, living the life and employing the methods that the world in its onward march has left behind.

#### CENTERS OF TRADE AND INDUSTRY

From the ninth century on, when Catalonia was joined to Aragon, Barcelona, Genoa, and Venice were the three pre-eminent commercial cities of the Mediterranean, while the former's *Consulado del Mar*, or code of maritime law, was as authoritative a statement of principles and practice in the Middle Ages as was that of Rhodes in antiquity. Nor has Barcelona lost its place of primacy. To-day one-quarter of the foreign trade of Spain enters its custom houses. Barcelona has 750,000 inhabitants, and the surrounding district embraces many other centers of from 5000 to 25,000 population, as Badalona, Igualada, Manresa, and Sabadell.



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DECORATING TABLEWARE IN A MODERN SPANISH  
FACTORY

In short, there are from 1,000,000 to 1,500,000 people spread over this Barcelona plain, every town and village filled with manufactories, and all constituting together a hive of industry,—the Manchester, Sheffield, Leeds, and Birmingham of Spain all in one.

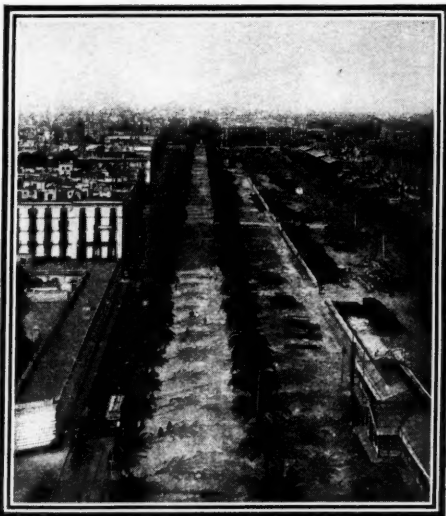
#### BARCELONA, THE FINANCIAL, COMMERCIAL, AND INDUSTRIAL FOCUS

The notable expansion in the growth of the municipality of Barcelona dates from the exposition held here in 1888. During these twenty years no city in southern Europe has so increased in extent, importance, and population. Though the least Spanish of all the towns of Spain, it is yet the focus of the financial, industrial, and commercial activities of the peninsula. It now has two and a half times the population of Genoa, 200,000 more than Marseilles, and 50,000 more than Naples, which alone approaches it in size, exceeding the population of Madrid probably by 150,000 souls.

The port has an area of 305 acres, and is larger than the three harbors of Marseilles together; the depth of water is from 25 to 30 feet, which, while probably deep enough for its present traffic, is, of course, not up to the requirements of contemporary deep-water vessels entering the great ports of the world, which are requiring channels up to 40 and 50 feet in depth. Thirteen steamship companies

have their principal offices here. Of the Spanish companies the Spanish Transatlantic is the great enterprise, having twenty-five steamers of 85,000 tons, subsidized by the government, plying between Barcelona and the Philippines, the Antilles, Mexico, and the United States. About 4000 ships, with a tonnage of about 2,000,000, enter annually, half of which are under the English flag.

Foreign influence is very strong at Barcelona. Next to the Bank of Spain the Credit Lyonnais is the principal bank here, maintaining two branches in the city. Frenchmen also own and manage the leading electric-light company and the company which furnishes the city with coal, oil, and benzine. Perhaps there are 12,000 French here and 1500 Germans. The Deutsche Bank of Berlin has a branch here (Banco Aleman Transatlantico), and there are also private bankers. The electric-light company that lights the city is German, and one of the main tramway companies is also German. There is a German church and Ger-



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PASCO DE COLON,—COLUMBUS PROMENADE  
(Barcelona's most popular avenue, looking northeast  
from the Columbus monument)

man school, and here, as everywhere, German influence is increasing. The British colony numbers 400 or 500. One of the tramway lines was originally English, but is now Belgian. The Direct Spanish Telegraph Company, with cables to England and France, is an English enterprise, and that as well as the Commercial Cable Company is repre-



sented here by an Englishman. All the leading cotton mills in Catalonia are equipped with English machinery. J. & P. Coats have an establishment here, associated with a Catalan firm, and turn out thread on a very large scale. The Italian colony numbers several thousand, and an Italian has charge of the port improvements.

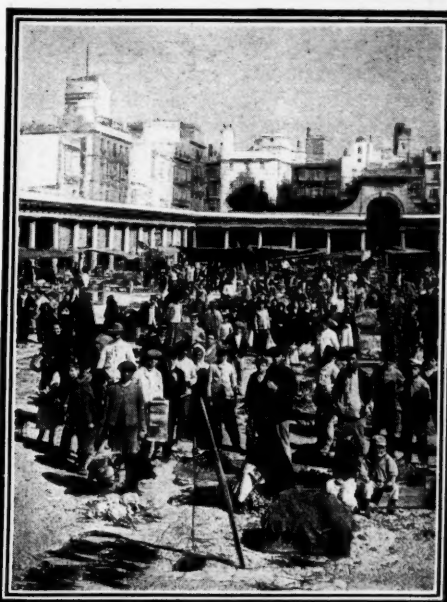
The vigorous life of the city and its spirit of enterprise is shown in the work of urban reform now going on under the joint control of the City Council and the Spanish colonial bank, involving an outlay of about 290,000,000 pesetas, or about \$46,500,000. This improvement will practically Hausmannize the shell of the "old city" and bring it up to the level of the new part or "ensanche," which has come into being within the last twenty years.

The two chief cities of Spain, then, between which a keen, almost fierce, rivalry exists, are Madrid and Barcelona. Madrid, which has changed greatly of late years and which is undergoing transformation daily, is a pleasing, though not by any means a stately or imposing capital, and is the center of the political, artistic, scholarly, and polite life of the nation. Barcelona is the New York, or, rather, Chicago, of Spain. Madrid, like Seville, will always be a Mecca to the art-lover and delver into the past.

#### BILBAO AND THE BASQUE PROVINCES

Quite as dissimilar to the Spaniard as the Catalan is also the Basque, inhabiting the provinces of Guipuzcoa, Alava, Vizcaya, and Santander. They number about 500,000 and are of another race and language from the remainder of Spain, and have also overflowed into neighboring Navarre and France. They are a sturdy, manly lot of mountaineers and fishermen of individualistic traditions and consistent upholders, as are the Catalans, of a decentralized policy in the state. This section was in the middle of the last century the home of Carlism and the theater of the Carlist wars, Bilbao, as regards sieges, having been almost a modern Troy. The final battle of the Peninsular War, overthrowing French power in Spain, was fought at Victoria, not far from San Sebastian. The peasantry of these provinces has undoubtedly reached a higher level than in any other part of Spain, and their roads are the best the writer has seen anywhere in the country.

Bilbao has grown during the last thirty years, during which the rich iron deposits have been systematically worked, to a city



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THE PLAZA, CADIZ

of about 100,000 inhabitants. As an example of modern progress it ranks easily after Madrid and Barcelona, although Seville is larger and has a vastly greater charm.

Seville has lately become a port and is the home of several flourishing coastwise shipping companies. It is a city of wealth, as well as of monuments. Like Granada and Cordova it attracts visitors, to whom it affords some of the most delightful pictures of Spanish life. Malaga is somewhat behind most cities on the Mediterranean coast of Spain, of which Almeria and Alicante, next to Valencia, appear to be taking on a new life most rapidly.

#### INDUSTRIES OF CATALONIA

Cotton manufacture is the leading branch of industry in Catalonia, 125,000 operatives being employed and a turnout made annually of between \$70,000,000 and \$80,000,000 of finished product. There is also a considerable woolen industry at Barcelona. This industry employs 200,000 spindles, or 4000 looms. The paper and linen industries are also of importance.

The most characteristic industry of this region is, however, that of cork, the finest cork in the world being produced in and exported from the little town of San Feliu de Guixols. About \$10,000,000 worth of



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SPOOLING COTTON IN A MILL AT MALAGA

cork is exported from Spain, 10 per cent. of which is manufactured, the remainder being cork wood, shavings, etc. This industry is highly specialized, each factory turning out special varieties, and all kinds of champagne corks, corks for fine wines, beer, mineral



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THE CORK INDUSTRY IN SPAIN

(Working in the stock-yard, where piles of bark await curing and baling)

water, drugs and medicines, round covers and tops for jars, including the disks provided with metal caps,—employed in crown "corking,"—in all, about 150 varieties. From 30,000 to 40,000 people are employed in this industry.

There is a considerable silk industry also, with an output of about \$7,000,000 annually.

The manufacture of chemical products is also worthy of note, as well as of leather and leather goods.

Spain's 8000 flour mills and 10,000 water and wind mills producing flour supply the local markets. Rarely is flour imported into



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SCRAPING AND PRESSING THE BOILED CORK BARK

the kingdom. About 85,000 people are engaged in this industry.

There are only two important automobile factories in Spain, that of the Hispano-Suizo Company, of Barcelona, and a branch of the French Darracq Company, established at Victoria, in the north, not far from San Sebastian.

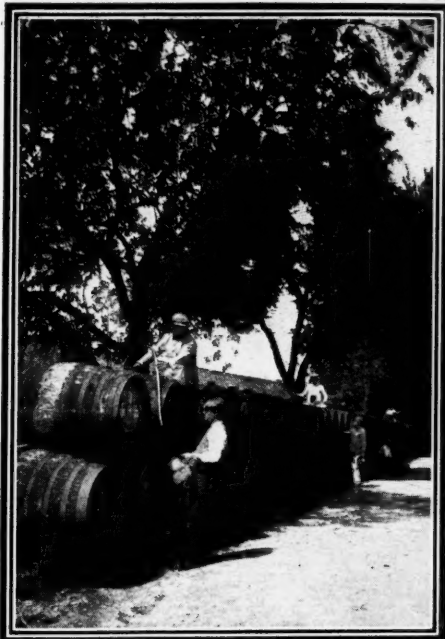
Swords are still made at Toledo, and both there and at Eibar the inlaying of gold in steel,—perhaps the most characteristic product of present-day Spain,—is a flourishing craft. Bilbao and the north generally, with Barcelona, is the seat of the metallurgical works of the country. The *Infanta Maria Teresa*, *Oquendo*, and *Vizcaya*, sunk at Santiago, were built at Bilbao.

An evidence of the progress of the country is afforded by the fact that contracts were signed by the government with an English syndicate, including Maxim Vickers & Co. and the Thornycrofts and a Spanish syndicate, for the rebuilding of the Spanish fleet, this contract calling for an expenditure of about \$30,000,000.

#### SPAIN'S FOREIGN TRADE

Spain is a frankly protectionist nation, and the tariff of 1906, now in force, was passed through the Cortes by a combine between Barcelona and Bilbao, the two industrial centers of the country.

Spanish figures show imports from the United States to amount to about \$23,000,000 (1907), of which over \$21,000,000, or 90 per cent., consisted of raw materials or articles slightly changed in the processes of manufacture. The item of raw cotton amounted to \$17,000,000; of this, petroleum and tobacco, each \$1,000,000; paraffin, \$350,000; lubricating oils, \$330,000, etc. This, as the writer has said elsewhere, constitutes "soil butchery" at home and in no sense spells international trade abroad. No American can be proud of such an "invasion" of foreign markets as this. As a trader with Spain we are not very far from being on an equality with Russia, Cuba, and Brazil. Great Britain, the premier nation in Spanish trade both ways, France, Germany, and



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MILES OF SHERRY WINE CASKS AT JEREZ

Belgium supply Spain with the manufactured goods she buys abroad.

Our figures show that exports from Spain to the United States and their insular possessions amounted in 1907 to about \$13,000,000, of which from \$1,000,000 to \$2,000,000 go to the Philippines. The largest item of export consists of \$4,000,000 or \$5,000,000 of iron ores from the district about Huelva. The prospect for Spain's holding her trade with her old colonies does not seem to be regarded here as bright.

#### SPAIN'S FORMER ISOLATION

A writer who I think more nearly than most foreigners has divined Spain (Havelock Ellis, "The Soul of Spain,") well says that Spain represents, above all, the supreme manifestation of a certain primitive and eternal attitude of the human spirit, an attitude of heroic energy, of spiritual exaltation directly not chiefly toward comfort or toward gain but toward the more fundamental facts of human existence. This is so. The Spanish mind is introspective, mystical, Quixotish, and has almost wholly lived in the past. Cut off from the rest of Europe by the Pyrenees, —witness the popular saying "Africa begins at the Pyrenees,"—the overwhelming push



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MID-SEASON WORK IN A COUNTRY VINEYARD



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THE BANK OF SPAIN, MADRID

of things in other modern states since the Napoleonic era had scarcely affected her people, albeit some slight traces of French influence filtered through the natural barriers. For the most part, however, the nation in the nineteenth century went on its way wrapping itself and hiding its face in its Spanish cloak, inactive, unambitious, self-contented, and self-centered, living its poetical but not intellectual life by itself and for itself. Of its superiority it had no doubt.

#### THE NEW NATIONAL SPIRIT

The chief lesson, then, of the occurrences of 1898 has been, I think, to open the eyes of the Spanish people,—that is, that part of the nation that reads and thinks,—to the real place Spain occupies among the nations in this positivistic age of steam, electricity, and unbridled competition. In the twinkling of an eye she has come to realize that a society founded on status and not on contract is an anachronism, and that nations relying on their past, however glorious merely as an inspiration, no less than individuals must now give an account of themselves and meet all comers in

the arena on equal terms. Hence one finds to-day the modern spirit in the ascendant. Proud, rigid, conservative Spain, unchanging and unchangeable, is changing and coming into step with the modern movement everywhere.

#### THE MODERNIZING OF THE COUNTRY

Spain is very, very backward. I should not say decadent, but the Spain of Merimée's and Bizet's "Carmen," of Mozart's "Don Juan," of Verdi's "Trovatore,"—nay, even of Washington Irving and Théophile Gautier, of Ford and George Barrow, has vanished. The country is fairly well supplied with railways, over which trains are run at an average speed of from 12 to 15 miles an hour, with a few expresses at 25. New lines are piercing the Pyrenees, and although the highways in general do not invite the automobilist, yet the days of the stage-coach and the tinkling bells of the mule teams and picturesque brigandage and traveling, thieving gypsies, with their peculiar dialect, are things of the past.

The Spanish inn has gone, too, with the conditions that sustained it, and most of the leading centers have moderately comfortable hotels. Generally speaking, however, the hotels even at Madrid and Barcelona are far from being up to date. This will be remedied, doubtless, before very long, since the tide of travel seems to be turning somewhat toward the Peninsula. As a matter of fact, nevertheless, though there are Cooks' offices in several cities, Spain is still an unfrequented by-way by no means thronged with tourists. It is yet one of the most unspoiled



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THE IMPOSING ROYAL PALACE AND PARK, MADRID



of European countries. On the other hand, the luxuries provided almost everywhere nowadays for the convenience of the globe-trotter are absent here, and in no modern country must the traveler depend so much upon himself. Barcelona is making propaganda with a view of attracting foreign visitors, but it appears with no great success.

In the matter of urban development the use of electricity, transportation facilities, the chief cities of Spain are quite on a level with any modern cities of their size, and the cinematograph is as much of a craze here as in the United States. Perhaps there are 3000 automobiles owned in Spain.

The illiteracy of the country is appalling, about 70 per cent. of the population being analphabetic. The small size and restricted character of bookstores at Madrid and Barcelona show only too plainly that there is no large reading public to cater to. Newspapers, too, while sufficiently numerous, are poorly printed on cheap paper, as are most bound publications also, and telegraphic and news services are very meager. Something, though not much, is being done to promote public education.

#### SPAIN'S PLACE IN ART AND LETTERS

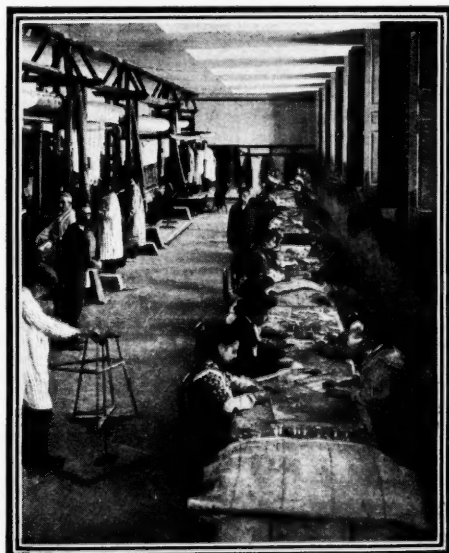
As respects art and literature cotemporary Spain compares not so unfavorably with



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THE " RASTRO "

(One of the most unique markets in the old quarter of Madrid)



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THE ROYAL TAPESTRY FACTORY, MADRID

(Weaving,—at the left,—on looms and repairing ancient tapestry,—at the right)

her neighbors. Americans have recently come to know something of contemporary Spanish art from the exhibits of the canvases of Sorollo and Zuloaga in New York and other cities. Pradella and Fortuny in painting and Benlliure in sculpture are artists who have achieved European recognition. Rich in its old masters the Prado at Madrid with its Valesquez, Murillo, Ribera, and Goya rooms and its treasures of all schools ranks with the galleries at Rome, Florence, and Dresden. To know thoroughly Murillo, who is as well represented as the far greater Valesquez, the art lover must also visit Seville.

The most marked development of Spanish literature during the latter half of the nineteenth century has been in the Spanish novel. The works of Perez Galdòs, Valera, Alarcon, Fernan Caballero, Valdès, and Blasco Ibañez belong to contemporary European literature, and many of the works of these authors, particularly of Perez Galdòs and Blasco Ibañez, have been translated into languages of even such limited use as Dutch, Swedish, and Danish.

Juan Valera, who spent his life in the diplomatic service of his country and was once

Minister to the United States, may be ranked as the stylist of this brilliant group of literary men. A gentle philosophy tinged with skepticism pervades his pages, and Valera was a subtle moralist. "Pepita Jiménez" and "Doña Luz" are the best known of his romances. The former, which is suffused with the odor of the Spanish mysticism of the seventeenth century, is regarded as a fine example of pure Spanish prose, although this, as his other novels, is entirely devoid of plot, standing at exactly the antipodal pole to Dumas' popular laboriously wrought creations, such as the "Count of Monte Cristo."

Alarcon, whom nature evidently meant, as in the case of Gerard Dou in a sister art, to work on a small scale, left one incomparable example of the modern Spanish picturesque romance in "El Sombrero de Tres Picos."

Blasco Ibañez is the latest Spanish novelist to obtain a public. He shows plainly the influence of modern scientific thought; many of his novels recall Balzac's and Zola's method only too much. Nevertheless, Ibañez can tell a story, writes powerful polemics in story guise, and presents the best picture of Spain as it now is of any current literary pen. His novels as a whole aim to do for Spain in realistic fashion what Balzac did for human nature generally or what Zola did to reveal the present-day life of France in realistic fashion. "La Bodega" is a study of Jerez and its wine industry, "La Catedral" of Toledo and the Church, "El Intruso" of Bilbao and the development of its iron mines by foreign capital, "La Maja Desnuda" the artistic life of Madrid, "Arroz y Tartana" bourgeois life at Valencia, "Sangre y Arena,"—tauromachy,—bull-fighting, "Los Muertos Mandan" a study of Jewish survival in the Island of Mallorca (Palma).

Perez Galdós is, all things considered, nevertheless the chief name in contemporary Spanish literature. "Doña Perfecta,"

"Gloria," and "La Familia de Leon Roch,"—politico-religious novels,—justly entitle their writer to be ranked as one of the great writers of romance of the time. The "Episodios Nacionales," resembling the "Romans Nationaux" of Erckmann-Chatrian, of which three or four dozen are already published, are a remarkable attempt to write Spanish history in the nineteenth century in the form of the historical novel.

In criticism Melendez y Pelayo, who lectured at Johns Hopkins last year, is not exceeded in erudition or discrimination by any European contemporary.

#### POWER OF THE CHURCH

The Church is very powerful in this Catholic country. It is said to receive through the state budget (about \$8,000,000) gifts, etc., about \$60,000,000 a year. There are about 50,000 monks and nuns in the country, 5000 of whom are engaged in teaching. Many members of the expelled religious orders have come here from France, and the Carthusians now manufacture their Chartreuse at Tarragona, about two hours from Barcelona, instead of Grenoble, as formerly.

#### SPANISH FRIENDLINESS TOWARD AMERICA

The feeling of Spaniards, it is quite safe to say, is friendly and amiable toward the American people. Their ill-fortune in 1898 is attributed by them to themselves quite as much as to us. While recognizing the hopeless nature of the struggle, Spaniards feel that the results can be accounted for on the ground of their own unpreparedness without seeking other causes. Our official delegates at the Saragossa Exposition held on the anniversary of the deed of the Maid of Saragossa and the heroic defense of the city against the French in 1808, were treated with the greatest consideration, as are all our people who visit Spain on private errands or on business of their own.



# POPULATION CHANGES AND RELIGIOUS BELIEFS

BY WILLIAM S. ROSSITER

**A**FTER an interval of sixteen years the federal Government has again compiled statistics of religious bodies. Returns of this character merely reflect the growth of or change in the popular support of religious denominations; thus, while such information is of general interest to a great number of people, it is commonly regarded as possessing no real economic value to student or to legislator. At this period, however, there is another standpoint from which the statistics of religious bodies recently published by the Census Bureau assume increased interest, and some economic significance.

The most far-sighted among us cannot predict the outcome of the remarkable change which the vast stream of immigration, so long continued, is fast effecting in the republic. History records no such population movement in previous ages, nor is there any precedent for the assimilation of races now apparently in progress. Assimilation, however, is in reality the mightiest problem before the American people, and light upon it,—even the feeblest rays,—would be welcome. In the changes in the attitude of the American people toward religious beliefs which have occurred since the previous census inquiry, is to be found one of the first signs of the new composite of race, now in process of creation in the United States.

## RELIGIOUS ORGANIZATIONS AND NUMBER OF COMMUNICANTS

The first federal inquiry concerning the number and value of churches was made in 1850. Thereafter, statistics relating to this subject were collected decennially to and including 1890, but the returns for 1880, though very complete, were never tabulated. The Twelfth Census Act (1900) directed a similar inquiry, but, owing to the increasing burden of taking and compiling the decennial census of population, agriculture, and manufactures, the inquiry concerning religious bodies was placed by Congress in the class known as secondary, and made as of the year

1906. The results have been published recently in bulletin or preliminary form.

Statistics of this character are necessarily defective. Returns of population and the various activities of the people are obtained direct by the federal Government upon uniform schedules, thus permitting definite and in general reasonably accurate comparisons; in contrast to this method the returns for religious bodies, are furnished by the different church organizations themselves, and thus reflect the marked variations which occur in the methods of procedure of the different denominations. To some degree these can be reconciled, but at best such statistics are chiefly of value to draw broad conclusions.

The result of the census inquiry of 1906 may be thus summarized and compared, as far as practicable, with similar returns for 1890:

Inquiry.	1906.	1890.
Number of bodies or denominations .....	186	145
Organizations .....	212,230	165,151
Number of church edifices .....	192,795	142,487
Seating capacity .....	58,536,830	43,560,063
Value of church property .....	\$1,257,575,867	\$679,426,489
Amount of indebtedness .....	\$108,050,946	.....
Number of ministers .....	164,830	111,036
Communicants .....	32,936,445	20,597,954
Sunday schools:		
Number .....	192,722	.....
Teachers .....	1,746,074	.....
Scholars .....	15,337,811	.....

The only statistics available from censuses prior to 1890 relate to number of organizations, seating capacity of churches, and the value of church property.

While it is not advisable to accept these returns as exact statistics, they are at least useful as close approximations. Thus accepted, in fifty-six years church organizations increased in number fivefold, seating capacity increased fourfold, and value of church property increased more than fourteenfold. The increase in the wealth of religious organizations thus appears to have been the most striking change and probably out-

stripped increase in the aggregate wealth of the nation.

Although no returns of membership were secured and tabulated prior to 1890, a method of approximating this interesting information is available. The Compendium of the Seventh Census, published in 1853, quotes a table published in the "Baptist Annual" for 1850, presenting church membership by denominations. The total Protestant church membership in that year was stated to be 3,345,932, while the Roman Catholic membership, including infants and all baptized persons, was 1,173,700. When made comparable with the Protestant membership, the number of Roman Catholic communicants was approximately 939,000.

Upon the basis of these figures the average membership of Protestant churches in 1850 was 90.3; in 1890 the known average was 91.5. This resemblance at once suggests a means of computing the membership of Protestant churches in 1860 and 1870. Employing for those years the average shown in 1850, the following results appear:

Year.	Total Protestant membership.	Number per 1000 total population.
1850.....	3,345,932	149
1860.....	4,636,092	148
1870.....	6,126,403	159
1880.....	9,263,234*	184

\* Quoted in the Report of the Eleventh Census as compiled from private sources.

In 1850 there were but 1222 Roman Catholic organizations in the United States; in 1860, 2550, and in 1870, 4127. On the basis of the average membership per organization (768), derived from the "Baptist Annual" for 1850,—the total Roman Catholic membership in 1860 must have approximated 1,958,400; in 1870, 3,169,536. Still accepting these figures as approximations, but now combined, the following results appear for total membership of all Protestant and Roman Catholic bodies:

Year.	Membership.	Annual per cent. increase.	Per 1000 of total population.	Proportion of total membership.	
				Protestant	Roman Catholic.
1850....	4,284,932	...	184	78	22
1860....	6,594,492	5.3	210	70	30
1870....	9,205,939	4.1	241	66	34
1880....	30,349,590*	5.2	321	69	31
1906....	32,366,882*	3.7	425	62	38

\* Actual enumeration.

The number of church members in each 1000 of population in 1906 was thus much more than double that shown in 1850.

#### COMPARATIVE INCREASE OF PROTESTANTS AND ROMAN CATHOLICS

Prior to the extensive immigration movement to the United States which began toward the close of the decade from 1840 to 1850, it is probable that substantially all members of religious bodies in the United States were Protestants, with the exception of those in Louisiana and parts of Maryland. The original stock in New England and in almost all of the areas included in the British North American Colonies was drawn principally from the staunchest opponents of the Church of Rome. A census of religious bodies in the United States taken early in the nineteenth century undoubtedly would have shown that denominations other than Protestant were practically negligible. There were, indeed, less than 100 Roman Catholic churches in the six New England States as late as 1850. The early immigration movement was English, Scotch, Irish, and German. This movement contributed Protestants and Roman Catholics at least equally, but from 1850 to 1890 the religious beliefs of those who sought homes in the Republic were increasingly Roman Catholic, and from 1890 to 1900 immigrants holding the latter faith greatly preponderated. From 1900 to 1906, the new arrivals were practically all either Roman Catholic or non-Christian.

#### INFLUENCE OF IMMIGRATION

While Christianity as represented by the Protestant and Roman Catholic faiths continues to retain the great body of persons having religious affiliations (98 per cent. of all in 1890 and 97 per cent. in 1906), it would be reasonable to expect that one of the earliest results to appear from immigration of the character indicated would be the substitution of a population in which adherents of the Roman Catholic faith equaled or exceeded in number those of the Protestant denominations in large areas in which the population previously had been exclusively Protestant. This change has actually occurred to a striking degree in many States.

Utilizing the approximations of total membership of religious organizations 1850 to 1870 previously established, we note these changes in number of organizations, membership, and value of church property in the two great branches of the Christian faith:



Year.	Organizations.				Membership.				Value of church property.			
	Protestant.		Roman Catholic.		Protestant.		Roman Catholic.		Protestant.		Roman Catholic.	
	Number.	Annual p. ct. incr.	Number.	Annual p. ct. incr.	Number.	Annual p. ct. incr.	Number.	Annual p. ct. incr.	Value.	Annual p. ct. incr.	Value.	Annual p. ct. incr.
1850...	36,703	...	1,232	...	3,345,932	...	939,000	...	\$77,568,663	...	\$9,256,758	...
1860...	51,341	4.0	2,550	10.9	4,636,092	3.0	1,955,400	10.8	142,589,913	8.4	23,774,119	18.9
1870...	67,845	3.2	4,127	6.2	6,126,403	1.0	3,169,536	6.2	287,557,381	10.1	60,965,566	12.8
1880...	...	...	...	...	9,263,234	4.2	3,841,051	4.4	...	...	...	...
1890...	153,068	6.3	10,239	7.4	14,007,852	2.5	6,241,703	4.9	549,709,027	4.5	118,123,346	4.7
1906...	194,501	1.7	12,472*	1.4	20,287,742	2.8	12,079,142	5.8	935,994,578	4.5	292,638,787	9.0

\* Limited to churches reporting membership.

The impressive fact which develops from inspection of this table is the evidence of more rapid Roman Catholic growth. It is not in the columns which are confessedly approximations that the most striking increases occur, but in those to be accepted as substantially accurate. In 1850 the Protestants contributed 96.7 per cent. of organizations, 78 per cent. of membership, and 88.9 per cent. of church property. In 1906 the percentages were 92.1, 62, and 74.4 respectively.

The changing proportions of membership in the two branches of Christian faith in each 1000 of population in different geographic divisions were as follows in 1906, as compared with 1890:

Geographical division.	Members of Protestant churches per each 1000 inhabitants.		Members of Roman Catholic churches per each 1000 inhabitants.	
Year.	1890.	1906.	1890.	1906.
Continental United States	223	241	99	143
North Atlantic States..	184	188	162	241
New England.....	158	155	214	313
Southern North Atlantic States.....	193	199	150	218
Southern States.....	311	322	26	48
Middle West States.....	201	232	97	138
Far West States.....	61	132	136	178

It will be observed that the increase in the number of adherents of the Roman Catholic faith in each thousand of population during the sixteen years from 1890 to 1906 was much greater in every geographic division than increase in the number of members of Protestant churches. In the North Atlantic States the Roman Catholic communicants in each thousand of population were more numerous than those of Protestant faith; and in New England, where the proportion has become two to one, this result of population change is very striking.

From 1850 to 1906 the membership of

Protestant churches recorded a five-fold increase, that of Roman Catholic churches an increase of almost thirteen-fold. It is to be seriously doubted whether members of Protestant churches will ever form a materially larger proportion in each thousand of total population than that shown in 1906, but the inference is apparently justified that the proportion of Romanists will continue to increase.

The North Atlantic States, and especially the New England group, may now be regarded as the stronghold of Catholicism in the United States. In Massachusetts 355 persons in every thousand of total population were reported in 1906 as members of Roman Catholic churches; in Rhode Island, 400; Connecticut, 298; New Hampshire, 277; New York, 278. Some of these proportions were double those shown sixteen years earlier. The Protestant communicants per 1000 of population in the States mentioned numbered but 148 in Massachusetts, 131 in Rhode Island, 195 in Connecticut, 149 in New Hampshire, and 150 in New York, and practically all showed a decline per 1000 of total population from 1890 to 1906. With the continued influx of Roman Catholic immigrants the proportions here shown for adherents of that faith in all probability are steadily increasing.

On the other hand the Southern States, the most striking characteristic of which from a population standpoint is the purity of the native stock, continue to be the stronghold of Protestantism. In 1906 in the twelve Southern States (exclusive of Louisiana and Texas) the proportion of Roman Catholics per 1000 of population was but 21; and in the group composed of Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida, the proportion was but 12. In North Carolina the proportion sinks to the negligible number of 2 per thou-

sand. The altered industrial conditions in the South, however, are likely in the future to introduce marked changes in the proportion of adherents of religious faiths.

#### THE SOURCES OF PROTESTANT AND ROMAN CATHOLIC STRENGTH

There is no clear evidence that either the Protestant or Roman Catholic branch of the Christian faith is drawing materially from the population identified by birth with the other. Hence it is obviously misleading to regard a distinctly Protestant community as a basis of supply for Roman Catholic membership, and the converse is equally true. What, then, was the population base in the United States in 1906 upon which the two great branches of Christianity depended for support?

As already pointed out, in general the original stock is the source of Protestant strength, while subsequent accessions furnish the Roman Catholics with their population base. Although no census statistics are available by which to measure the present number of persons descended from the original stock, the writer has pointed out in a recent census publication\* that there is much justification for using the census returns of native born of native parents less 20 per cent. to approximate native stock. To this number should be added, for the purpose of this analysis, persons of English, Scotch, German, Scandinavian, and Dutch birth and parentage. Such a computation is an approximation, but it will serve as a rough measurement of the population from which the two faiths can and do draw their support.

Such a computation is necessary, indeed, at the present time to dispel much popular misunderstanding. In New England there is frequent reference to the weakness or apathy of Protestant churches. It is not strange. In Massachusetts, for example, the observer is confronted by a dense and active population and evidences of great wealth. Should not the Protestant churches be commensurate in number and influence? Analysis, however, reveals the pertinent fact that out of a population slightly exceeding 3,000,000 in 1905, approximately 900,000 only are descendants of the native stock, and probably not over 1,000,000 persons in the commonwealth are available from which to draw membership and support for Protestant churches. In 1850 the population of Mas-

sachusetts was 994,000, and was composed almost exclusively of native stock. Hence the population source of supply for Protestantism in the Bay State in 1906 is practically the same as it was more than half a century ago.

It must, however, be understood that in such a complicated analysis there are so many qualifying factors on both sides that the figures shown in the following table should be regarded merely as approximations,—a significant study of denominational strength.

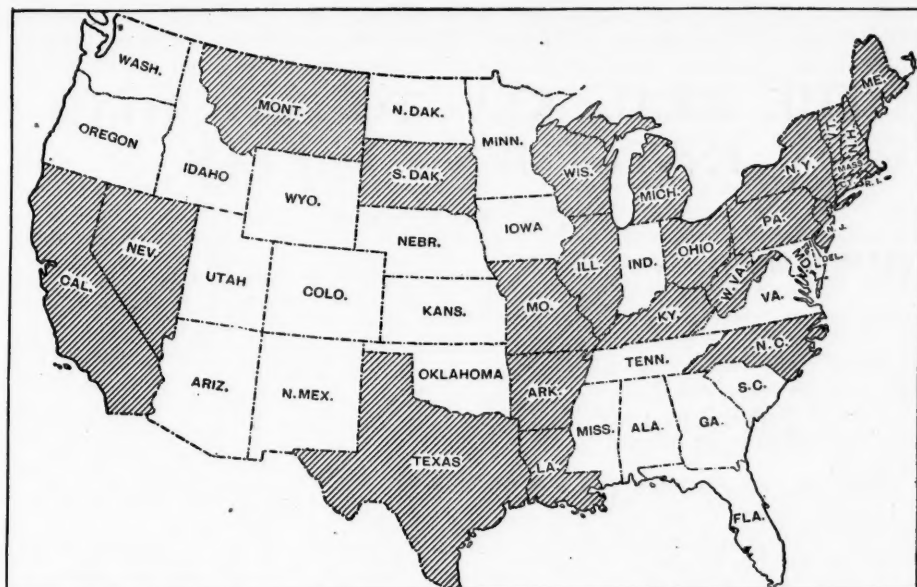
Geographical division.	Approximate population available for Protestantism, 1906.	No. Protestant communicants per 1000.	Approximate population available for Roman Catholicism, 1906.	No. Roman Catholic communicants per 1000.
Continental United States.	60,515,697	335	22,930,555	523
North Atlantic States . . . . .	14,587,918	324	9,878,393	614
New England . . . . .	2,149,479	435	3,786,861	500
Southern North Atlantic . . . . .	12,438,439	306	6,091,532	686
Southern States . . . . .	22,275,940	372	3,492,515*	322
Middle West . . . . .	20,749,441	320	7,879,372	501
Far West . . . . .	2,904,398	213	1,680,275*	496

\* 1,000,000 population in Louisiana included as Roman Catholics. Estimated nonchristians excluded.

Attention has already been called to the fact that the Southern States are still populated principally by descendants of the original settlers, and that these States continued in 1906 to be the stronghold of Protestantism. In consequence the figures for the group of Southern States remain practically the same as presented for total population, but the significance of the table is revealed in the similarity to the proportions for the South shown by those of the other geographic sections after population readjustment.

The much greater proportionate support accorded the Roman Catholic Church by its constituency is especially noteworthy. It is significant, also, that the comparatively small Protestant element in New England offers the highest proportion of Protestant communicants. Probably the most important fact, however, which develops from the construction of this striking table is the marked difference in the support contributed in actual membership by each element. About one-third of every thousand persons classed as of Protestant affiliation are actually members of Protestant church organizations; on the other hand more than half of every thousand persons assumed to lean toward Roman Catholicism are members in that church.

\* A Century of Population Growth; United States Census Office, 1909.



STATES (SHADED) IN WHICH THE INCREASE IN THE NUMBER OF MEMBERS OF ROMAN CATHOLIC CHURCHES PER EACH THOUSAND OF TOTAL POPULATION WAS GREATER THAN THAT OF MEMBERS OF PROTESTANT CHURCHES, 1906

This study has made it clear that the eddies of the mighty immigration stream have wrought extraordinary changes in the time-honored religious affiliation of States and the nation. The change in prevailing religious beliefs in the United States in half a century has been as remarkable as the changes in population and wealth. No similar movement has occurred elsewhere in the world during the same period. Communities and entire States holding definite and aggressive religious beliefs handed down from the earliest Protestant settlers have been invaded by great throngs of Roman Catholic immigrants and the prevailing viewpoint has already become completely reversed. This change, in turn, has led to extensive modifications of religious convictions, and much broadening of view. In short, the first general result of population change is a far-reaching readjustment of religious beliefs and affiliation wherever the immigrant has gone.

America has been the meeting-place, for the first time in history under entirely favorable conditions, of the two great opposing branches of the Christian faith. The Protestants were first upon the ground and put

into actual practice the contention which was largely responsible for their historic origin at the period of the Reformation, freedom to worship God as the individual conscience dictated. Into the nation thus established have come great numbers of Roman Catholic immigrants. In the passage of the Atlantic and the freer air of the republic, the narrowness of their religious convictions has been greatly decreased, and the modifying effect of the two great elements each upon the other appears to have been in general highly beneficial to the nation, and probably unique in the world's history.

Meantime, if the census returns are to be accepted as trustworthy, these influences have been at work in the manner described without affecting the enthusiasm and religious activities of the community. In 1906 almost exactly half of the population above the age of ten years were members of religious bodies. In this period of alleged lack of interest in things spiritual the future of the republic continues full of promise when so large a proportion of its citizens are identified with institutions the sole aim of which is to elevate and benefit the human race.

# THE REAL KEY TO RAILROAD. INVESTMENT VALUES

BY JOHN MOODY

WHEN Mr. Thomas F. Ryan testified in court a year or two ago, in the Metropolitan Street Railway litigation, he made the statement that the railroads of America were enormously overcapitalized and that the entire outstanding stock issues represented "water," pure and simple, the only true values being reflected by the issues of bonds.

This is the view which has been held by a large proportion of the American public. In fact, it has been frequently stated in the public press and in legislative assemblies that not only do most of the railroad stocks represent "water" but that the bond issues themselves are largely of the same nature.

The fundamental error of this point of view consists in the notion that the true value of the railroad should be measured only by its original cost, and that if a railroad line represented a given amount of cash investment twenty-five years ago and has had no new cash capital put into it it has no more real value to-day than it did at the date of construction. But a very little demonstration will prove that this is not the way to measure the value of a railroad. In the railroad we have a type of property which is essentially distinctive and unlike most other business undertakings. The value of the railroad does not depend mainly or primarily on its cost of construction or on the actual amount of cash invested in it. The property owned by a railroad is not like that owned by a department store, or a manufacturing concern, or any other ordinary business undertaking. The normal state of the railroad is *in motion*, not rest. A railroad which stopped running its cars would soon find its assets shrinking to nominal figures; and while it may own valuable terminals and rights of way, yet their chief value is usually in their use as a railroad route and for railroad purposes, and nothing else.

It is often said that the terminal properties owned by modern railroads in great cities are assets of vast and increasing value; and while this is true, the fact must not be over-

looked that in relation to the capitalization of the roads themselves, as reflected by issues of stocks and bonds, the terminals and similar tangible values represent but a small proportion of the whole. The wonderful Pennsylvania Railroad terminals in and about New York City are easily worth in the neighborhood of \$100,000,000. But to the Pennsylvania Railroad they are chiefly valuable in the use to which they are put as a part of the railroad system.

When it is once clearly understood that railroad property is normally and essentially *property in motion*, and that its value depends primarily on facts connected with never-ceasing action, the starting point has been found for arriving at a true valuation of railroad securities.

If we say that a good piece of railroad mileage, extending from New York to Buffalo, which cost \$2,000,000 to construct fifty years ago, is now overcapitalized because it carries bond and stock issues aggregating \$150,000,000, then we must agree that the whole industrial world is in a state of "overcapitalization." But if we measure railroad values on the basis of operating results, which is the only true way to measure them at all, we will reach a very different conclusion. A line of road stretching from New York to Buffalo, but which is not operating railroad trains and transporting passengers and freight between these points to-day, would be worth but little more than it was fifty years ago. Whatever increased value it might have now over that of 1860 would be in the mere right of way which it held. But under such conditions it would not be a railroad, and whatever value it might have would not be railroad value, but realty value.

If, however, we measure the value of the railroad by its demonstrated ability to pay interest or dividends on its issues of stocks and bonds, we then get at once at the kernel of the capitalization question. Putting our hypothetical railroad to the test of the earning power of fifty years ago, we would



probably find that on a capitalization of \$50,000 per mile it earned hardly 6 per cent. But if we put the same line of road to the test of its earning power of to-day, we would be likely to find that on a capitalization at least ten times as heavy per mile it might be earning far more than 6 per cent. In the year 1863 the Lackawanna Railroad reported a total gross capitalization (stocks and bonds) of about \$50,000 per mile. On this capital the net earnings of that year were but little in excess of 7 per cent. But in the year 1907 the same railroad reported a net capitalization, including the issues on its leased and controlled lines, and after deducting investments from its balance sheet, of something more than \$148,000 per mile. On the latter figure the total net income of the road in the year 1907 was more than 18 per cent. Now, if we estimate the capitalization of the Lackawanna on the basis of earning power or net profits we will find that in 1863 the road was overcapitalized to the extent of more than 250 per cent., as compared with the figures shown to-day, while to put the Lackawanna capitalization on the basis of that of 1863 we would have to increase the present-day figure to over \$420,000 per mile, or nearly three times the present net capitalization.

It will, therefore, be seen that the growth in value of a given railroad over a long period has more direct relation to changes in earning capacity than anything else. And there are always two important factors which vitally influence this earning capacity. One of these is the general increase from decade to decade in the population and wealth producing capacity of the territory through which the railroad runs. The other is the development of efficiency in the operation of the property itself. A good illustration of a railroad system which has received a large measure of benefit in both respects during the past ten or twelve years is shown in the case of the Atchison, Topeka & Santa Fé. This property has been exceedingly fortunate in the unusual growth and development of its territory since 1898, and has also had the advantage of exceptionally efficient operating management. This management has continuously set in motion methods for developing new types of traffic, tapping new territory, and so handling the steadily increasing volume of business as to show a substantial or growing margin of profit on all the new business developed from year to year.

And here is where the much talked of "water" in railroad capital comes in. The steadily increasing efficiency and profit producing power of these great American railroad systems have, of course, been progressively capitalized, just as all other corporate values are capitalized. But a little reflection on the subject will show the strength of these values. Instead of being "water" they are of more importance frequently than the physical assets of the company, and indeed tend to steadily increase the worth of the physical property itself.

Starting then with the premise that railroad capital is primarily dependent for its value on the operating results or earning power of the property, one should have little difficulty in solving the question of actual value back of the different bond and stock issues. A great many investors, however, are apt to be extremely superficial in their examination of the earning power or operating results of the railroad. They are usually satisfied with knowing the aggregate amount of business which the road is reporting as earned after its operating expenses and prior charges are paid, and they seldom go into the question of analyzing in any way the operating costs. If the railroad is this year reporting 8 per cent. earned on its stocks where last year it reported but 6 per cent., they immediately jump to the conclusion that the earning capacity of the property has increased substantially, and, therefore, that their investment is growing rapidly in value.

Now this conclusion may or may not be correct. The mere fact that the net earnings of the road are increasing is no conclusive proof that the company is really making more money. It may be earning far less than was formerly the case, notwithstanding the fact that an apparently more favorable result is being shown through the curtailment of operating costs. And even though the gross receipts of the railroad are also increasing to a substantial extent, this is no definite indication that the road is making more money.

To determine whether a railroad is in a healthy state and legitimately earning the amount of profit which it is reporting, or which it may be paying out in dividends, one must confine his investigation, first of all, to the operating expenses of the property. Operating expenses are, broadly speaking, divided into two parts: the cost of running the trains and the cost of maintaining the property. The latter cost is the vital thing.

Because of the fact that railroad values are based so completely on operating results, and that the very existence of the railroad depends on the constant wearing out of the property, the maintenance expenses assume very great importance. Even the ordinary business man in any commercial line cannot keep his business going on an economical basis unless his methods are progressive and up to date; and to a far greater extent it can be said that no railroad can retain, not to mention increase, its earning capacity unless its property is maintained at a definite standard of efficiency. The great Pennsylvania Railroad system owes much of its success as a profit-producing organization to the liberal policy followed in the maintenance, at a high standard, of both its roadway and equipment. The same thing can be said of other great and successful properties, like the Lake Shore, the Illinois Central, the Union Pacific, and the Atchison; they have, in all cases, for a long series of years, followed a definite policy of maintaining the physical condition of their lines at a high standard. As a result of this, practically all of these roads are able to make a more healthy showing and report a more substantial net profit per unit of effort than lines which have paid less attention to maintenance costs.

The question of maintaining the physical condition of a railroad bears directly on the value of the road's securities,—not for a brief season only, but for all time. Where the policy has been followed of spending as little money as possible on the "up-keep" of the property, while the net earnings may for a brief season seem very favorable, yet when a setback comes in general business prosperity the company is usually not only in no position to curtail its operating costs or cut down its expense items, but is obliged to go into the money market and borrow funds to carry it through the hard times. Because of the low standard of maintenance followed its other operating costs remain more rigid than would otherwise be the case and have probably ranged all along at higher figures than might have been necessary under other conditions. This was exactly the situation in which many large railroads found themselves when the depression of 1907 set in. They not only found it impossible to cut down operat-

ing expenses radically as the gross business fell off, but found it imperatively necessary to borrow immense sums on short-time notes at high rates of interest to keep themselves afloat.

On the other hand, those properties which had followed a liberal maintenance policy and had spent large sums on developing the efficiency of operation were in a position quickly to curtail general operating expenses by cutting down maintenance costs for a season to a very pronounced extent, and doing this without really depreciating the condition of the properties. A notable instance of this kind is found in the case of the Union Pacific Railroad. Here the management was enabled to cut the maintenance costs almost in two, and, because of the efficient condition of the operating department as a whole, the transportation costs themselves were the more easily curtailed.

It should be unnecessary to point out further the vital importance to the holders of stocks and bonds of examining the maintenance policies of the railroads. In the instances cited the methods followed by the different companies have had a most direct influence on the values of the stock and bond issues, and the investor who has estimated the value of his holdings during the recent depressed period from the standpoint of the maintenance expenses of the properties has avoided many of the pitfalls which the more superficial holder has fallen into.

It should be further said that in order to examine intelligently the maintenance costs of a given railroad property the figures should be watched not for one or two years only but for a series of years. As in other things, results in railroading are relative, and judgment can be passed upon them only in relation to results shown on other properties. Therefore, in examining the maintenance figures of his railroad, the investor should in all cases compare them intelligently with the figures shown by similar properties in similar territory or carrying similar kinds of transportation. If the average holder of railroad stocks and bonds would uniformly seek for this key to the value of his holdings, a great advance would be made in knowledge of the strength or weakness of railroad security issues as a whole.



# DO TRUSTS MAKE HIGH PRICES?

BY JEREMIAH W. JENKS

(Professor of Economics and Politics, Cornell University)

THE decided increase in the cost of living during the last few years has attracted the attention of the public and has led to investigation of the causes of this increase on the part of many people. Some ascribe the change chiefly to the tariff; others to the increased output of gold; others to the trusts, the great combinations of capital; others to similar associations of retail dealers; and so on. There seems to be little agreement as to the causes that are the most fundamental and perhaps still less as to the effect of any one of these important causes named.

Economic society is extremely complicated; its members work from so many different motives and upon so many different people that it is always difficult to determine with any degree of accuracy the cause of any social act. In most cases not one but several contributing causes unite to bring about any social change. It is probable that several causes have contributed to the increase in prices. It is of interest, however, to study some of these causes in detail, and I propose to inquire to what extent this increase in prices can be explained by the influence of the trusts.

It should be noted first that the advance in prices has not been confined to the United States, but has been world-wide. Moreover, the increase has not been confined to any one line of industry, but has been, with here and there an exception, general, and therefore it is due to causes that are practically universal. Sauerbeck's tables of world prices, published by the Royal Statistical Society in England, show a decided increase in prices during the last ten or twelve years, an increase that had been preceded by a decrease extending over a period of some eighteen or twenty years from about 1872. This decrease, again, had been preceded by a rise in prices from 1849 or 1850. The following brief table taken from the *Congressional Record* of January 31, 1910, shows the relative per cent. of prices at different times throughout this period. It shows practically an increase in prices in all lines of products from the year 1896 to the present time, the general average increase being from 61 to

73 +. One exception to these prices seems to be sugar, coffee, and tea, a decrease due to special causes.

## PRICES.

Basis, 100.	Average per cent. prices from 1867-1877.			
	1896.	1906.	1907.	1908.
	Years.			
Vegetable food (corn, etc.)	63	62	69	70
Animal food (meat, etc.)	73	89	88	89
Sugar, coffee, and tea	59	46	48	48
Total food	62	69	72	72
Minerals	63	101	107	89
Textiles	54	80	77	62
Sundry materials	63	74	78	73
Total materials	60	83	86	74
Grand total	61	77	80	73

The reason for this general rise in all products the world over cannot be due to any local cause like a tariff or a combination of manufacturers. The cause must be more fundamental and general and can be only a change in the value of the money material, gold, in which prices are stated as compared with commodities. Since 1896 the annual gold production of the world has more than doubled, while the annual world's coinage has increased to an even greater extent. The result of such coinage, of course, is that money, the measure of prices, has been rapidly cheapening. In other words, on account of the increased quantity of gold on hand, people are willing to give more of it for a fixed quantity of goods. Prices have risen. Of course throughout this period there have been many minor fluctuations in prices due to special causes, and prices of different products, owing to local conditions of production, have not increased in the same ratio, but the underlying influence has been felt with the result shown.

But the trusts have also had their influence, and this influence is worth some detailed study.

In order to get an accurate estimate of this influence of the trusts upon prices a study must be made of special articles,—some made by trusts, some made by independent competitors. A study of a few such articles will enable us to reach some reasonable conclusions. But before citing figures we may ask what the conditions of modern business would lead us to expect.

The organizers of great industrial com-

binations have usually asserted that they expect through the savings which could be made by combination to produce at much less cost than had been possible under a system of competition, with its many wastes. They claim that the trusts make large savings in freight charges, in running the best plants at full capacity while closing those less favorably equipped or situated, in the more advantageous distribution of material and orders so as to save labor, in the most effective use of the ability of experts and of superintendents by giving to each the opportunity to spend his full time on work for which he is best equipped, in doing away with competitive advertising, with useless duplication of selling agents, and of other classes of a labor force, and in many other ways. It has, indeed, been clearly demonstrated that some of these savings can be made by a wisely managed combination under many conditions, so that the cost of production may be in many instances considerably decreased.

On the other hand, it has been established in certain cases that, although the trust manufacturers might produce more cheaply than their competitors, they have not always found it advisable to reduce their selling price to an extent corresponding to the saving in the cost of production. Instead, they have increased their prices.

In other cases experience seems to have shown the managers of some of the larger combinations that it is good policy not to exploit the public too far by pushing prices

very high, even when monopolistic power would permit such action, since it has been found that high prices call in new competitors, who in turn must be bought off or whose lower prices must be met at considerable loss. Some of the larger combinations, therefore, have thought it wise to maintain reasonable prices, so low that they would not tempt many competitors into the field, being thus satisfied with good profits that were steady instead of with first high profits and then low profits or none at all.

Again, the trusts have sometimes fixed prices at a certain rate and maintained them steady under changing conditions and varying costs of production, thus securing the confidence of customers, producers in other lines, and of the public. To steady prices has seemed to be the object rather than to seize every opportunity of securing high prices.

Let us note how the principles of trust management just mentioned are shown in special cases: The lines A, B, and C on Diagram I show respectively the price per pound in New York of raw sugar (96 degrees centrifugal), refined sugar (granulated), and the difference in price between these two, the so-called margin. This difference between the price of the raw and refined sugar, the margin, represents, of course, the cost of refining plus the profit to the refiners. It will be noted that at certain periods this margin has increased from about half a cent a pound to as much as a cent and more per pound. From testimony given before the

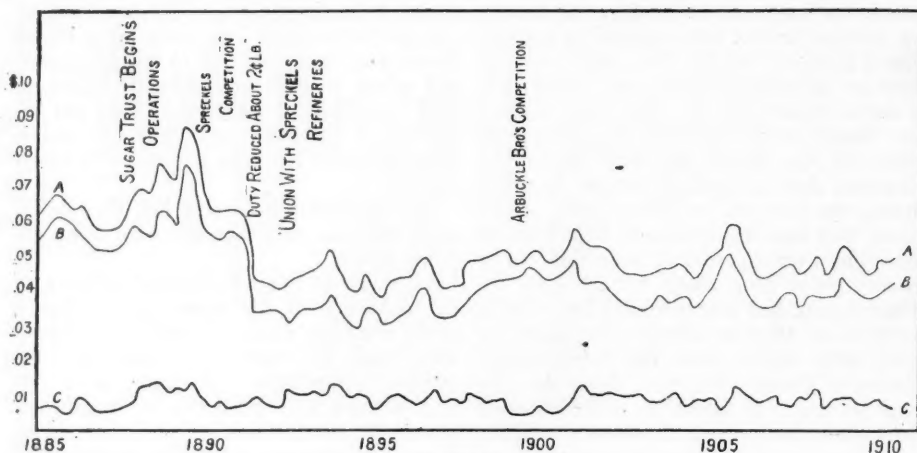


DIAGRAM I

(A. Refined sugar (granulated), per pound. B. Raw sugar (96° centrifugal), per pound. C. Margin between raw and refined sugar)



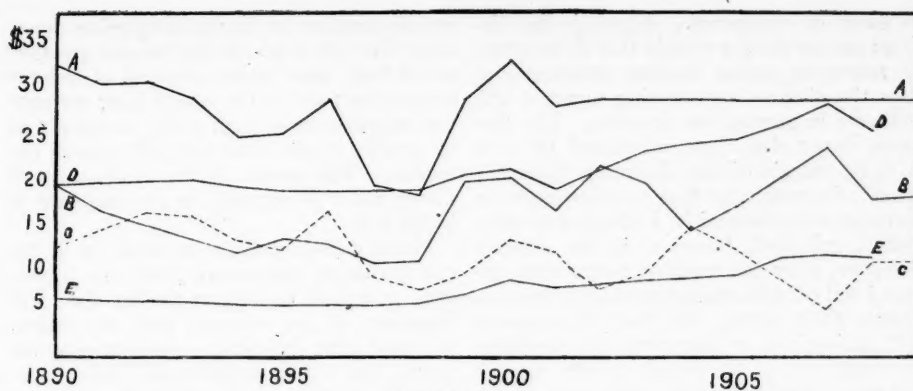


DIAGRAM II

(A. Steel rails, per ton. B. Pig iron (Bessemer), per ton. C. Margin between pig iron and steel rails. D. White oak, per 500 feet. E. Hemlock, per 500 feet)

Industrial Commission it is reasonably well known that the cost of refining sugar is not far removed from one-half a cent a pound. It is interesting to note that before the organization of the so-called sugar trust, the American Sugar Refining Company, in 1887, this margin under fierce competition had reached a point not far from one-half a cent a pound. Immediately after the organization the margin increased. This increase doubtless did not mean an increase in the cost of refining, but merely an increase in the profits. The margin remained at more than a cent a pound until late in 1889, when some important competing refineries were started by Claus Spreckels in Philadelphia. As the result of this new competition, lasting over a period of more than two years, the margin fell again to not much above half a cent. When Spreckels sold out to the American Sugar Refining Company in February, 1892, the margin increased at once, showing another large profit. In the years from 1898 to 1900 again there was vigorous competition, led mainly by Arbuckle Brothers and Claus Doscher, assisted by one or two others. The margin again dropped, as will be noticed, to not much above a half a cent a pound, when, apparently on account of some understanding reached among the different competitors, the margin was again increased to nearly a cent a pound, where with only minor fluctuations it has since remained. The cause of the late fall in margins I do not know. Possibly the late revelations regarding the business methods of the trust and the Government prosecutions may be the cause.

Whether this increase in the margin was

justified or not need not here be considered at length. It is certain that before the organization of the trust the competition had been very fierce and that a large proportion of the refiners of the country, eighteen out of about forty, had gone into bankruptcy. It is also clear that the dividends of the American Sugar Refining Company have been steadily high, due presumably mainly to the large profits made by manufacturing, perhaps, in part, to methods much less worthy than are now being exposed in the courts. The point to be noted, however, is that the course of prices shows beyond doubt that the trust had the power to increase prices and did increase prices quite materially beyond those which existed when there was open and effective competition.

The influence of a combination upon prices is shown in a somewhat different, but scarcely less remarkable, way in the price of steel rails. If one regards the price of steel rails on the diagram (Diagram II, Line A), one sees the remarkable change after the year 1901. From 1902 to date the price has remained absolutely fixed at \$28 a ton. During the period of strongest demand in 1905, 1906, and 1907 it was not possible for the steel manufacturers to supply the demand. Consumers would have been ready to pay prices far above those asked could they have been assured of prompt delivery, but the combination refused to increase its prices of either rails or structural steel, saying that it was a better policy to be satisfied with good profits, to develop the country by maintaining reasonable prices, and to assure the stability of trade by steady prices than to seize every opportunity to make the highest profit possible

in times of emergency. Although the diagram cannot show a margin that so accurately represents actual business conditions as does the diagram representing sugar, it still indicates in general the situation. The diagram shows that they maintained the rate with the margin of cost plus profit (Line C) steadily decreasing for four years, owing to the increased cost of material. Following the same policy, exhibited, however, in the opposite direction, after the crash of 1907, when demand fell off and smaller producers began to reduce their prices, the Steel Corporation still maintained its open rates and doubtless through most of the period its real rates at the prices fixed before the crisis, with profits high on the lessened number of sales actually made, until finally in February, 1909, owing to the very strong pressure, though the price of rails was maintained, it abandoned its policy in regard to some of its products and met its smaller competitors until it again obtained control of the market. In this instance we

see the combination first holding prices down below the rate to which they beyond question would have gone under a system of general competition; and in the second place we note the maintenance of high prices, inasmuch as its smaller rivals could not fully supply the market. The power of the combination is shown about as strongly in the one case as in the other.

Other examples might be cited, as in the case earlier of the whisky trust, also apparently at certain periods, of the Standard Oil Company, of the wire-nail pool and others, to show that industrial combinations, the trusts, can within considerable limits dominate the market and fix prices, sometimes to their own benefit, at the expense of the public; sometimes, and perhaps more wisely in the long run, to the maintenance of steady prices at reasonable rates not detrimental to the public.

A study of Diagram III, showing the course of prices of cattle, of beef, of hides, of

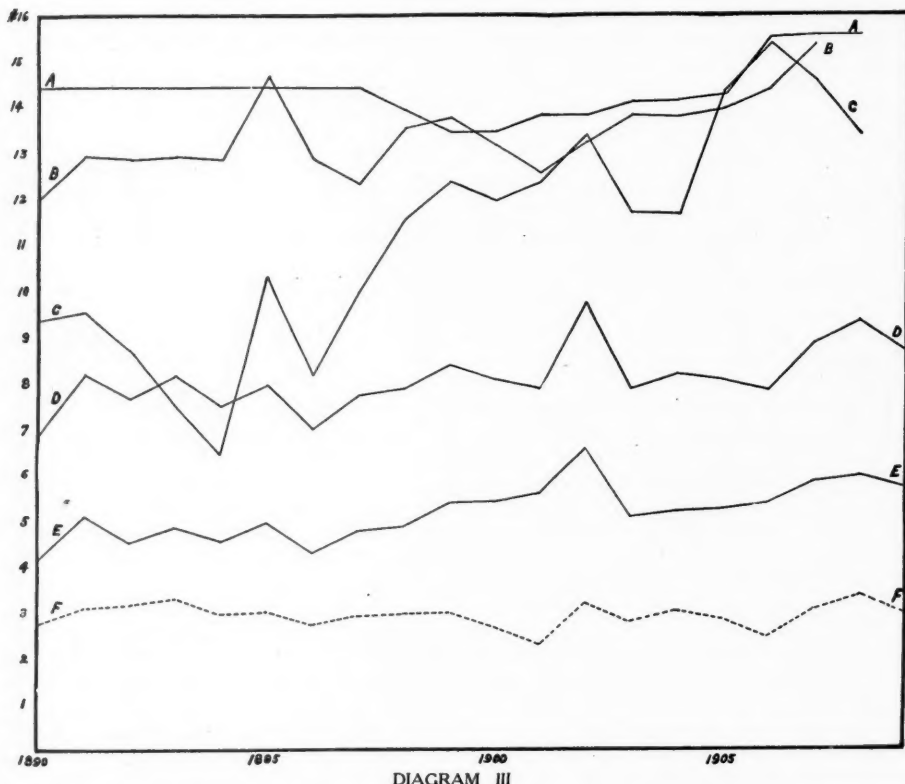


DIAGRAM III

(A. Shoes, per  $\frac{1}{2}$  dozen pairs. B. Leather, per 20 square feet. C. Hides, per 100 pounds. D. Beef, per 100 pounds. E. Cattle on the hoof, per 100 pounds. F. Margin between cattle and beef)

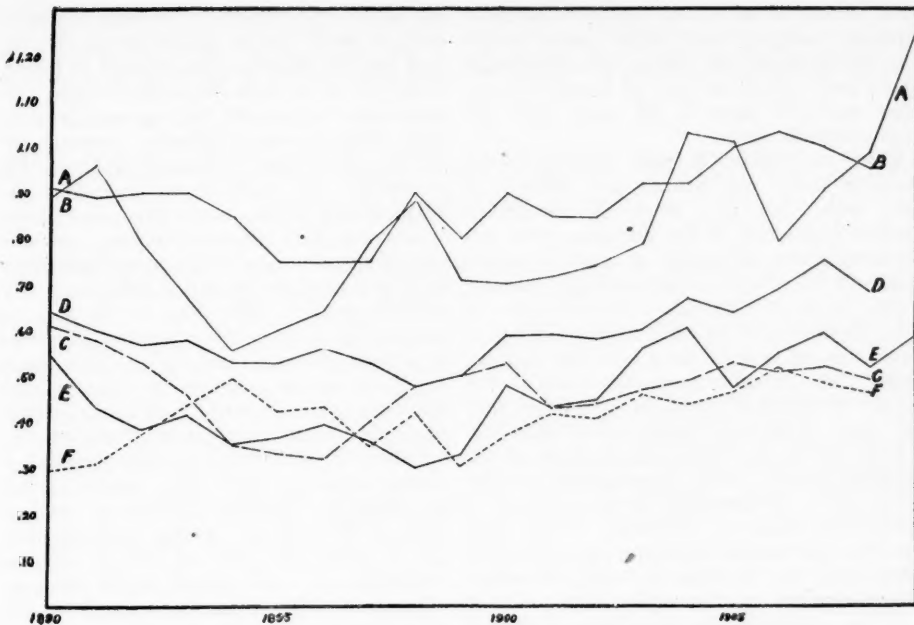


DIAGRAM IV

(A. Wheat, per bushel. B. Wool blankets, per pound. C. Wool, per pound. D. Sheeting, per 10 yards. E. Cotton, per 5 pounds. F. Margin between wool and blankets)

leather, of shoes, shows interesting facts along somewhat different lines. Much has been said with reference to the beef trust and its influence upon prices. It will be noted from the diagrams that, although there have been at times high margins between the cost of cattle (Line E) and the cost of beef (Line D), the margin in 1908 being especially high, with a decline in 1909, the prices of the two have, on the whole, tended to correspond quite strongly. The combination has largely followed the price of its raw material, which is not controlled by a trust. The price of cattle has been forced up by restricted grazing land, compelling the feeding of corn, which has also increased in price from the greater demand, higher cost of production, and limited supply.

The price of hides, with its remarkable fluctuations, affected in part by special conditions, perhaps by the tariff, have not been followed so closely, although the changes may be noticed in the price of leather, and that again, but not closely, in the variations in the price of shoes. Shoes, however, having their prices to a considerable extent dependent upon trade-marks, would not be expected to follow very closely the fluctuations

in the prices of hides or leather, although the decided increase of late years has tended also to increase the price of shoes.

The very great fluctuations (Diagram IV) in the prices of cotton (Line E), of wheat (Line A), of wool (Line C), of lumber (Diagram II, Lines D and E), and in fact of many other articles, only slightly if at all controlled by trusts, raises the question as to how far the influence of the trusts is to be considered detrimental. A steady price is desirable. The diagrams show great unsteadiness in most competitive prices, and in practically all cases a noteworthy increase.

It is, of course, not just to compare the fluctuations in the prices of raw materials like wheat or cotton with those of certain manufactured products, such as shoes or steel rails or even sugar, because, owing to the fact that they are raw materials for which there is an enormous but a steady and insistent demand, and the further fact that the quantity of production is very largely dependent upon the seasons, the variations in supply are so large that there must be very great fluctuations in prices. The supply of steel is in no such sense dependent upon changes of season or other fortuitous influences. From

the nature of such farm products as those named, though a trust might control prices in certain lines, say fruit, it could hardly hold prices down in case of a crop failure, nor maintain them if the crop were unprecedentedly large.

On the whole it may be noted not merely from the prices first quoted in the table, but also from the course of prices illustrated in the diagrams, that the general trend of prices of most products since 1895 or 1896 has been strongly upward. This increase is doubtless primarily due to the depreciation in the relative value of gold, owing to its greatly increased production. On the other hand, the study of the course of prices of special articles shows that a great industrial combination like the American Sugar Refining Company or the United States Steel Corporation, or the Standard Oil Company, which controls a large percentage of the entire output, may exert a very decided influence upon the market in the way of either increasing or lessening the prices or of steadying them.

The diagrams also show that in certain instances at least the combinations have increased these prices beyond competitive rates, and presumably in some cases beyond what would be considered rates sufficient to produce a fair profit. But it shows equally well that in certain cases the combinations have felt it wise to hold prices down and to maintain steadiness of prices throughout great changes of demand. Since a number of the great trusts were formed before the general rise in prices began, and since their policy of exploitation of the consumer has usually been greatest at the beginning, we could, indeed, not say that the late increase in prices is due to them, even though they have exerted steadily some influence toward making some prices high. The general conclusion must be that the late great general increase in prices cannot be ascribed to the trusts, especially the prices that mainly affect the cost of living, though they are probably responsible for a small part of it. The diagrams taken as a whole bear out this general conclusion, as well as the assertion that the trusts may and do influence the prices of their products somewhat and in certain cases materially.

By "trusts and industrial combinations" one ordinarily means the great corporations whose operations are national, even worldwide in extent, and the statistical data given refer to them. The Secretary of Agriculture

has lately called attention to local combinations of retail dealers who have possibly an even greater influence upon the cost of living. Although as yet there are no trustworthy statistics on a large scale that can enable us to prove such a general influence, personal observation in different localities confirms his statement. In small towns and cities the butchers and grocers often have associations to promote their common interests, and it is known that in some instances at least their activity goes to the extent of influencing city councils to place difficulties in the way of competitors from outlying towns, and even to agreements upon retail prices. It is much easier to secure statistics on matters that affect the whole country, such as the wholesale prices asked by the great combinations; but there is good reason for believing that a careful study of retail prices made in, say, one hundred different localities in various parts of the country, together with the margin of profit and cost of selling between wholesale and retail prices, would show an influence not less than that exerted by the great trusts.

It seems probable, too, that these local combinations would account to some extent not merely for high prices but also for increased prices, as the growth and influence of such organizations seem to be, relatively speaking, recent. It is to be hoped that the investigations to be undertaken by Congress will not overlook this important factor.

Much, too, has been said about the middlemen as a cause of the increased prices. Doubtless their profits add to the cost of living. There is, however, no reason for thinking that their profits are increasing. It is rather to be observed that, largely through the influence of the trusts, the tendency is strongly toward more direct contact between the manufacturer and consumer.

The question remains whether it is possible or desirable to prevent combinations of both types from holding this power which they may exercise for either the benefit or injury of the public. It is probably wise at the present stage of progress for the public so to make its laws and enforce them that the exact condition regarding production and profits may be promptly known by the public and by the Government, so that if this power is misused people may readily see where and how the abuses have arisen and may learn how promptly to apply the needed remedy. The remedy will be found when the facts are clearly shown.



# LEADING ARTICLES OF THE MONTH

## DO THE GERMAN-AMERICANS DICTATE OUR FOREIGN POLICY?

AN extraordinarily frank statement of the alleged aims and purposes of the Germans in the United States,—at least so far as they are expressed in that important organization, the German-American National League,—is given in a recent issue of the *Preussische Jahrbücher*, the serious Berlin review, by Dr. William Weber, a clergyman of Allegheny, Pa.

This writer sets forth the text of his thesis in the statement that an Anglo-American alliance against Germany is impossible, for two reasons: (1) Historic considerations forbid such an alliance; (2) the balance of power which the German-American element of our population is capable of exercising puts any such alliance out of the question. He cites the figures of recent Presidential elections and goes on, in substance, as follows:

The German-American National League, with Dr. Hexamer, of Philadelphia, at its head, counts, according to the last reports, 2,000,000 members, who are all American citizens and voters.

The main object of this League is, he tells us frankly, to combat prohibition.

That is to say, to represent the interests of the breweries, distilleries, and saloons. This is, to be sure, no lofty ideal aim, but it absolutely secures the League the requisite ready money for its propaganda, as well as zealous workers in every quarter and corner of the United States who labor for the League not only for the sake of an ideal, but for their daily bread.

This union, however, we are told further, outside of its anti-prohibition fight, stands also for "all the German ideal aims to which a loyal American citizen of German extraction may, and naturally does, cling."

This secures it the good will and co-operation of such circles also as do not specially concern themselves about the question of prohibition. But foremost among such ideal strivings is the maintenance of peace between Germany and the United States. The League has, in fact, already decisively and officially expressed itself to this effect,—under no circumstances an alliance with England against Germany.

The figures quoted prove, this writer

maintains, that the League "can absolutely enforce this demand."

Its two million voters belong almost entirely to the Republican party. Should these two million German electors, dissatisfied with the attitude of that party toward Germany, break away from it at any time, it would mean the defeat of the Republican Presidential candidate. This calculation is so clear and convincing that the dominant Republican party will never initiate an inimical policy to Germany to please England,—at least as long as the German-American National League remains a solidly organized body.

Political influence, however, is always a seductive thing, and has led many a good man into dangerous waters, continues Dr. Weber, sententiously.

At the last meeting of the League a number of things were debated and determined which filled its more far-sighted friends with concern. The ship subsidy question, for example, might very well have been left to the decision of the two great parties. Anti-prohibition, a friendly American policy toward Germany, and the promotion of German instruction are quite sufficient problems. Should there be any clash with either party on any of these questions the members of the League would present a united front; while a falling out on some minor point, such as the ship subsidy question, would but lead to the discomfiture of the leaders; the members would not follow their guidance. It must always be borne in mind how hard it is to induce a man to forsake his party.

That the Democratic party will perchance seek to attract to itself the elements of the Republican party friendly to England by a policy favorable to that country the German writer considers a contingency "quite inconceivable."

The mass of the Democratic voters in the Northern States are Irish,—almost as numerous as the Germans,—who since the time of Cromwell have been animated by the bitterest hatred against the English. The Irish who emigrated to the United States brought this inborn hatred with them and bequeathed it to their American descendants. They and their children will, therefore, always be determined opponents of an American policy which should secure any special privileges to their hereditary enemy. This feeling of the Irish is all the more important since they are endowed with pre-eminent

political talents. They assured the German-American National League, moreover, of their support at once when the question of an Anglo-American alliance against Germany began to be discussed.

The German Empire, therefore, has not the slightest reason to be concerned about the attitude of the United States in a war conjured up by England.

The senseless courting of the friendship of the United States, into which several influential Englishmen have allowed themselves to be misled, must rather be characterized as a gratifying symptom. The English apparently renounce the idea of engaging Germany single-handed. And that guarantees general peace. For Germany needs no war in order to afford her transmarine commerce and her colonies a chance of prosperous development.

## BETTER FARMING TO UPBUILD THE NEW SOUTH

"A VITAL revolution in the farming economy of the South, if it is actually occurring, is necessarily carrying with it all future Southern politics, and Southern relations, and Southern art, and such an agricultural change is the one substantial fact upon which any really New South can be predicated." So wrote more than thirty years ago the poet, Sidney Lanier; and taking this paragraph for his text, Mr. Clarence H. Poe, editor of the *Progressive Farmer* (Raleigh, N. C.), discourses in the *Annals of the American Academy of Political and Social Science* on the absolute necessity of agricultural revolution, if the South is to come into her own again. The last census showed that more than 80 per cent. of the population in the Southern States is rural; and it is the fact that "in the South more people are engaged in agriculture than in all other occupations combined." Further, the same census revealed that, whereas the average annual value of products per farm in the North Atlantic States was \$984, that for the South Atlantic States was but \$484, or exactly \$500 less. To bring up \$500 more a year the earning power of each Southern farm is, says Mr. Poe, "the supreme task and opportunity of our generation," a "realizable ideal," and "one upon the success of which depends the prosperity not only of the South as a section and Southerners as a whole but also, and more important, the prosperity of every Southerner,—the farmer no more than the banker, the merchant, the railroad man, the lawyer, the preacher, the teacher, the statesman."

Mr. Poe calls attention to the truism that "the poorer every other man is the poorer you are. The richer every other man is the richer you are." And this doctrine is true whatever the color of the man. It is true in the South to-day.

The ignorant negro in the South to-day is a great economic burden. . . . I do not know what we are going to do with him. I do know that we must either frame a scheme of education and training that will keep him from dragging down the whole level of life in the South, that will make him more efficient, a prosperity maker and not a poverty breeder, or else he will leave our farms, and give way to the white immigrant. . . . Our greatest need to-day is for more intelligent and better trained labor, and we must either have the negro trained or we must not have him at all.

The average man in the South being a farmer, "the fullest and freest training of the average man is the one and only positive guarantee of Southern prosperity." Of the agencies to be used there is, first of all, the school; the energy put into the new educational crusade must be doubled. "There is no time to dispute about the forms of education." More common-school, high-school, technical-school, college, and classical education is needed. First of all, greater attention must be given to the public schools. It is "in them that the farmer,—the average man,—gets his education. We cannot improve our farming until we educate our farmers." Not only are longer public-school terms necessary but better public schools are needed. And these must "train for life, for practical things."

Teach the farm boy how cotton and corn and tobacco may be improved by seed selection; how a plant feeds and how soils are exhausted; what elements are found in common feed stuffs and which make fat and which make muscle; which cows make money in the dairy and which should be selected for beef,—and a thousand other things. Not only should the elements of agriculture be a public-school study in the rural districts, but there should be a revolution in the text-books for other studies. . . . Made by city people for city people, the books and teaching have not been adapted to the needs of the country children. . . . The farmer girl, too, must learn of food values, of the chemistry of cooking, of hygiene, and of sanitation.

While the farmer's boy is being educated, the farmer himself is being educated by a dozen agencies. "Chief among these are the farm papers, the farmers' co-operative demonstration work, farmers' clubs, and the farmers' institutes. In the past ten years the efficiency of the farm press of the South has doubled. It distributes annually millions of pieces of literature, including practical farm experiences, clear-cut agricultural philosophy, the teachings of scientists and experimenters interpreted for the every-day farmer," forming altogether a "never-ceasing practice-school which makes a leaven that would of itself ultimately leaven the whole lump."

The farmers' institutes bring face to face with the farmer not only the agricultural leaders of each State but often "agricultural machinery, agricultural equipment, etc., which the farmer would not otherwise come to understand."

Exceedingly useful work is being done by the farmers' clubs also. Formerly there were "farmers' organizations which studied politics chiefly"; now there exists the Farmers' Union with millions of members, whose chief object is to encourage scientific farming.

Mr. Poe considers that "the most effective plan ever originated for helping the Southern farmer is the Farmers' Co-operative Demonstration Work,—a plan of such patent

merit that it is a wonder that Adam did not think of it."

The plan is to have a strong man like Dr. Knapp at the head of the general movement. Then in each State the most successful and most progressive farmer who can be had is named as State agent. Similarly in each county or district the best farmers join in as local agents,—and so on, until hundreds and thousands of farmers are enthusiastically at work, each one acting under instructions from the most progressive and successful farmer of his neighborhood.

Mr. Poe cites four important facts which all Southerners should remember:

1. The well-being of every individual is measured by the efficiency of the average man.
2. The great majority of these common people of the South being farmers, Sidney Lanier was right when he declared "that an agricultural change is the one substantial fact upon which any really New South can be predicated."
3. The possibilities of such an agricultural change are indicated by the fact that the average value of products per farm for the South Atlantic States is \$500 less per year than for the North Atlantic.
4. This agricultural revolution can be brought about only by a better scheme of rural education.

The one imperative and immediate duty of Southern citizenship is to see "that in every State a comprehensive and well-rounded policy of rural development is inaugurated."

## CORN AND PELLAGRA

IT is estimated by competent authorities that there are in the United States 50,000 sufferers from the terrible disease pellagra, the presence of which in this country is causing so much apprehension. The name given to it in Spain, where it has been known since 1735, is "Mal de la rosa," from its characteristic erythema which resembles an ordinary sunburn. In southern Italy, where its prevalence,—there were 100,000 cases in 1907,—is attributed to the use by the peasantry of damaged maize, it is known as "Italian leprosy." In the *South Atlantic Quarterly* for January Prof. James J. Wolfe, of Trinity College, in treating of the causative agent and the method of infection of pellagra, says:

The disease in its acute form is rapidly fatal, and as yet no method of treatment devised has availed to arrest its progress. Death is certain and usually occurs in a few weeks or a few months. The chronic type is milder, and, according to Italian writers, chronic pellagrins

have lived for twenty or thirty years. . . . The disease is periodic, severe attacks coming in the early spring or late winter, becoming mitigated toward fall, and even entirely disappearing in winter, only to reappear the following year. These attacks are generally successively more grave until death closes the scene, which is one of utter misery.

The symptoms are almost similar in both types: erythema, stomatitis, and diarrhoea. The erythema, which at first resembles a severe case of sunburn, later "becomes darker in color and looks rather much like a dirty patch of eczema." It usually appears on the backs of the hands, forearms, face, neck, and on the feet of those who habitually go barefooted. The curious appearance of this erythema is illustrated by the following incident:

In 1907 at the hospital for the insane at Peoria, Ill., the bodies of some patients when turned over to relatives for burial presented the appearance of having been scalded. Complaint

was made to the authorities, and the nurses were discharged in the belief that these patients had been scalded in the bath through the carelessness of the nurses. Since then the authorities have admitted that these appearances were due to pellagra, and the nurses have been reinstated.

As stated above, in Italy the disease is associated with damaged maize. Carmen Sylva, writing twenty years ago, said (*Forum*, June, 1889): "Rather than give up the use of spoiled maize, they [the peasants] endured the horrible disease, pellagra, in which the body slowly becomes coal black, and the patient falls into the profoundest melancholy and lowest state of physical prostration." In the United States, however, it has been found that poverty is "at most only a contributory factor"; for Dr. Sara A. Castle, of Meridian, Miss., reported to the recent Conference on Pellagra at Columbia, S. C., that "of the many cases treated by her six were socially prominent in the city." Of the various theories suggested as to the cause of the disease, the most prominent is that known as the "verdet" theory, so called "from the greenish color produced on damaged corn by the moulds which grow upon it." This was first suggested by Bellardini in 1844, whose followers "believed that spoiled corn contained a toxic substance produced by these moulds and that the continued taking of this substance into the body was the cause of pellagra." Investigations by the late Cesare Lombroso seemed to confirm this theory. "The pellagrins of Italy," says Professor Wolfe, "have come very generally to regard their malady as a direct result of eating pollenta made from damaged corn."

The "most important contribution yet made to the study of pellagra" is a paper published a few months ago in Rome by Tizzoni. This experimenter "was able to get pure cultures of a specific bacillus from the blood and fecal material of persons afflicted with pellagra," which "when hypodermically injected into guinea-pigs invariably resulted in death." The symptoms were similar to those in human beings. As a result of these experiments "it would seem that it may be regarded as settled that pellagra is a bacterial disease." Tizzoni has given to the organism causing pellagra the name *Streptobacillus pellagræ*.

Tizzoni experimented with the corn theory; and some remarkable results were obtained. We condense Professor Wolfe's observations on these:

It is found that there is in some damaged corn an organism which is, in every particular, identical with that of pellagra, and which, when injected into animals, produces a disease identical with that produced by cultures derived directly from human pellagrins.

It is impossible to infect an animal by way of the stomach unless corn be a constituent of its diet. Thus it would seem that sound as well as damaged corn is a contributing factor in the contraction of pellagra.

Sound corn seems to exercise a predisposing influence which lasts over a considerable period when fed preliminary to infection. Corn, good or bad, is a necessary concomitant in contracting the disease through the digestive system. But the disease cannot be produced in animals by simply feeding them damaged corn.

In view of these facts Professor Wolfe asks, "Why then is the appearance of pellagra among us but recent when we have used corn so long?" In reply he states that the recent outbreak of pellagra is by no means the first appearance in this country. Cases can be traced as far back as 1864; and, though these and subsequent ones in 1883 and 1889 may have been sporadic, "there is a growing opinion among insanity students that a large percentage of the inmates of our asylums are there as a result of long-standing cases of pellagra."

Modern methods of harvesting are supposed to have some importance in this connection. The entire stalks,—leaves, ears, and all,—are cut down; they remain in the shocks for months; fermentation goes on; and quite a large percentage of the corn is found to be damaged when it is finally husked and milled.

The remarkable fact about the pellagra organism is that cooking does not destroy it. Tizzoni found that it withstood a temperature of 194 degrees Fahrenheit for one hour without injury. In order to get some idea of the heat developed in the usual method of cooking corn bread, the writer inserted a thermometer in a corn cake while it was being cooked on top of the stove. The temperature was observed every two minutes for one hour. The highest temperature reached was 178 degrees Fahrenheit, and that only for a few minutes.

The important net result of experiments so far made is that "while it may be true that corn is not the only means whereby the *streptobacillus pellagræ* finds entrance into the human system, it may be fairly concluded that it is at least one means." Therefore, as Professor Wolfe wisely suggests, "it behooves those who would use caution to avoid corn."



## TROLLEY CARS WITHOUT RAILS

AMERICANS have become so accustomed to the presence of rails in the main streets of their cities and in many of their suburban roads that they would be somewhat surprised could they but see one of the commodious electrically propelled vehicles now in use in some of the towns of France, Germany, and Holland, which, while deriving their power from overhead wires, run upon no rails whatever. Twenty-eight years ago Siemens & Halske, the well-known English electrical engineering firm, constructed an omnibus "to be propelled by an electric motor receiving its energy from an overhead wire, a small eight-wheeled carriage running on the wire and drawn by the omnibus itself." A similar system was originated in France by Messrs. Bonifiglietti and Lombard-Gérin; and it is the name of the latter engineer that is usually given to this type of electric traction. Writing in *Cassier's* for February, Mr. R. Lonneman gives an account of the railless system now being operated between Neuenahr (via Ahrweiler) and Walporzheim in Germany. The main features of the system are as follows:

The energy for operating the motor cars is transmitted through two overhead wires, one being positive and the other negative, these wires being of hour-glass section, and separated by a distance of 50 centimeters, each wire having a cross section of 50 square millimeters. The connections to the vehicle are made through two trolley poles or by one double-contact pole. The contacts are made not by the use of the ordinary trolley wheel, but by the use of a sliding aluminum block. The omnibus is provided with a series direct-current motor of 25 horsepower.

The ordinary speed attained was 18 kilometers an hour,—rather more than eleven miles,—but a maximum speed of 25 kilometers an hour is possible.

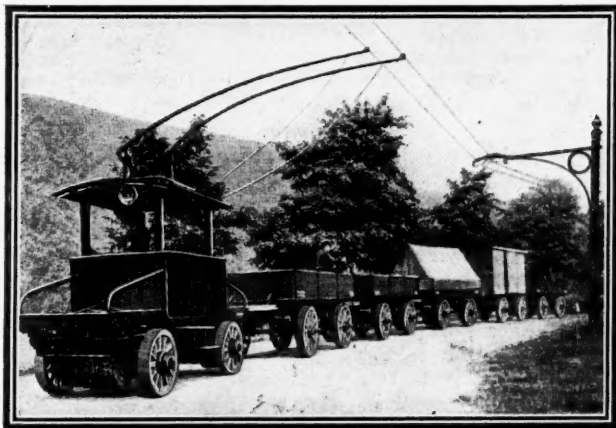
In one particular the Neuenahr - Walporzheim line presents a radical departure from general practice. In all self-propelled vehicles not running on rails it is customary to apply the power to the rear axle. In the system described above the forward axle, carried on a two-wheel bogie, is the one to

which the motor is attached, instead of the rear axle, as is customary in nearly all motor omnibuses. This bogie is pivoted on ball-bearings and connected to the steering wheel through a reduction gearing. This reduces the danger of side-slipping.

Of course, the most important feature of the railless system is the saving of all expense of track construction. Further, although the quantity of current consumed per ton-mile is larger than with the tramway, this is offset to a great extent by the considerably less weight of the vehicle. The railless traction system holds a place between that of the petrol motor omnibus and the electric tramway:

It shares with the motor 'bus the advantages of large saving in initial capital expenditure and the ability to be steered around obstructions, while at the same time it has the advantage of using the series electric motor, which possesses ideal properties for traction purposes.

The "railless" can be used with advantage in all locations in which the usual horse-omnibus is operated successfully. It is particularly useful in portions of cities where the narrowness of streets will not admit of a tramway. Mr. Lonneman thinks that it may be found useful in extending the radius of existing tramway systems until the growth of traffic warrants extensions of the main lines by carrying passengers to the terminals. The latest line to be constructed on this system is at Mulhouse, Alsace, but the working data of this are not yet available and so comparisons are not feasible.



A RAILLESS TROLLEY TRAIN NEAR WURZEN, GERMANY

## WIRELESS ON MOVING TRAINS

IF an Atlantic liner plowing the waves at the rate of 25 miles an hour can utilize the benefits of wireless telegraphy, why may not the ordinary locomotive be made similarly serviceable on land? This is the problem which the Union Pacific Railroad Company has been endeavoring to solve since it began a series of experiments in the latter part of 1907. The successful transmission of wireless messages across thousands of miles of water has long been an accomplished fact. The Signal Corps of the United States Army is arranging to communicate from land depots to dirigible balloons. Now comes the news that a great railway organization is planning to control, "by wireless communication, railway trains running at any rate of speed."

The Union Pacific's expert at the company's shops at Omaha, Neb., is Dr. Frederick H. Millener, at one time a physician in Buffalo, N. Y., but now an electrical engineer. At odd times in the shops he constructed a wireless apparatus for ringing a bell at some distance from the operator. This may be said to have been the beginning of what is likely to prove one of the most startling innovations in the operation of railroad signals. Mr. Robert F. Gilder, from whose narrative in *Putnam's* for February we gather these details, relates that, soon after, Dr. Millener was consulted by the vice-president and general manager of the company as to the possibility of "communicating with moving trains throughout the medium of wireless waves." Dr. Millener stated that he thought it could be done. He was then told to go ahead with his experiments, it being understood that the block signals were not in any way to be interfered with and that wires were not to be connected with trains or tracks. Dr. Millener began by constructing a portable wireless sending station; then an electric storage-battery truck was equipped with wireless apparatus, and it was found that the truck could be easily controlled by the operator at the station, being started forward, stopped, and backed with certainty and ease. In November, 1908, the device was tested on a switch engine in the company's yards, but the jolting of the locomotive showed that it was not "fool-proof." Dr. Millener then went to work again on his experiments, with the result that many months later he had constructed a cab sig-



DR. FREDERICK H. MILLENER

(Who has devised a wireless apparatus for use on moving trains)

nal consisting of a brass box, in the front of which was a glass disk showing a red electric bulb and a semaphore.

Attached to the outside of the box is a gong. . . . When the current at the sending station was thrown on, the antennae on the roof of the cab caught the electric waves, and the gong on the signal box clanged loudly enough to attract the attention of the engineer; at the same moment the electric bulb blazed and the semaphore assumed the "block" or danger position, following the motion of the semaphores of the block-signal system. (The antennae on the roof of the cab have since been dispensed with. The electric waves now act directly on the locomotive itself.)

The experiments at the Omaha shops have so far advanced that communication by wireless is held daily between the shops and Fort Omaha, 4 miles distant, the electric truck at the shops being "satisfactorily controlled by the operator at the Fort." Aerial towers 150 feet high have been erected on the roof of the company's boiler-shop, and messages have been read from Brant Rock, Mass., Cleveland, Chicago, New Orleans, and from a steamer in Havana harbor. It may not be

generally known that "in the operation of a wireless plant on land a large area of ground covered with metallic netting is required to intercept and gather the electric waves." For this purpose Dr. Millener will utilize the scrap-iron piles in the shops as well as the track system of the yards. Dr. Millener claims that there will be no danger in electrifying the rails, as "any persons coming in contact with the rails would never know that a high voltage was passing through them."

Experiments have also been made with

wireless telephony; and it appears that its adaptability to moving trains is much easier than was expected. The details of the system have not been made public, but it is known that "the message to a person riding in a passenger coach to which the wireless apparatus is attached is sent to a point along the line of railway nearest to the moving train by the use of an ordinary telephone, and there plugged into a wireless telephone switch-board in order to establish connection with the train." The system has worked satisfactorily in the Union Pacific shop yards.

## WHAT AMERICANS OWE TO CUBA

**J**UST at this time, when Cuba has completed her first year of independence, it will be interesting to read an article on the relations between the United States and the Cuban republic, by Señor Dr. E. Rodríguez Lendián, which appears in a recent number of the *Revista de la Facultad de Letras y Ciencias*, published by the University of Havana. The writer has treated this rather difficult subject in an eminently impartial spirit, and he gives much good advice to the Cubans regarding the conduct best calculated to promote their true interests. After reviewing the historic development of the policy of the United States in regard to Cuba, Señor Lendián proceeds to the consideration of present and future conditions. For him, great as is Cuba's debt to America, our country owes Cuba something in return. Of this he says:

If it is certain that we owe much to the United States, namely, our liberty and independence, the United States also owes to us the impulse given to that country's world-wide expansion. For a long time the United States had been seeking to find a way for the extension of its authority up to the Caribbean Sea, dislodging Spain from her colonies; but this expansion was always arrested by the difficulty that, without some justifiable motive, force could not be used, that Spain invariably refused the offers made her to purchase Cuba for a more or less considerable sum of money. A dreadful struggle, in the course of which much blood was spilled on our green fields, and many tears were shed in our sad homes, was therefore necessary before the United States could find the just and reasonable motive for intervention. Hence our bloody struggle not only enabled the American Government to drive Spain out of America, but also to consummate that world-wide expansion, the consequence of a policy consistently pursued for a century, a policy rooted in the most irresistible tendencies of the American spirit.

Señor Lendián believes that the opening of the Panama Canal and the immense commercial development that will ensue will render Cuba more important than ever before, and he also believes that this constitutes a grave danger, which may menace the independence of the island. He recognizes, however, another factor, which plays a most important part in the relations of Cuba with the United States. Of this he says:

Another source of grave danger for Cuba is our manners and customs, the idiosyncrasy of our people, and this may lead to our destruction. I express my thought very frankly. I understand that the people of the United States wish for our island, and love Cuba as a man loves a beautiful woman; but, in spite of this, just as for a century America had grave scruples against seizing the island, even when only opposed by a nation like Spain, weakened by civil and colonial wars, so, at the present time, the American Government will proceed cautiously, faithful to its policy of respecting the independence of Cuba. . . . Thus, although with the opening of the Panama Canal the danger increases that Cuba will be absorbed by the United States, because of the resulting political and commercial importance of the island, this danger could, nevertheless, be averted, if the idiosyncrasy, the manners and customs of our people, were different. For I sincerely believe that the United States Government will be likely to maintain the policy so far pursued,—one not of annexation, but of recognition of Cuban individuality,—so long as we do not make trouble for it; or give it a motive for action. . . . The good conduct of the Cuban people, respect for the law, honest administration, the maintenance of peace, and an open and ever-increasing demonstration of progress in all the orders of human activity, can avert the grave danger which menaces our future, and will spare us the misfortune and humiliation of not having known, through lack of prudence and patriotism, how to preserve the sacred independence of our land, so as to transmit it intact to our sons.

## FROM CANOE TO STEAMBOAT ON THE GREAT LAKES

THE Indian canoe was for hundreds of years the only means of conveyance on the Great Lakes and their connecting rivers. Many a time one might be seen laden with two or three tons of furs in a trip from the trading stations on the upper lakes to the Niagara frontier. In *Cassier's* for February the development of navigation on the Great Lakes is traced, in an unusually interesting article by Mr. James Cooke Mills, through its various stages up to 1825, from which year steamboats multiplied rapidly on these inland waterways.

It was not until ten years after Robert Fulton had produced his first successful steamboat that the Indians along the shores of the Lakes had "their first sight of 'the big canoes belching fire and smoke.'" In the interval between the birch-bark canoe and the steamer there had been the bateau and the Mackinac boat, evolved by the early French explorers, and these had been followed by the barge, "towed or poled along the shores and through the streams by the force of human strength," and this, in turn, by the sailing vessel. Two large steam vessels launched on Lake Ontario in 1816 were so defectively fitted as regards their machinery that both were nearly wrecked, and it was not until some time later that they were rendered seaworthy. The first steamboat to prove a success on the Great Lakes,—that is, to ply regularly and to pay dividends,—was

one rejoicing in the singular name *Walk-in-the-Water*. Mr. Mills thus explains the origin of this curious appellation:

When Fulton first steamed his boat, the *Clermont*, up the Hudson in 1807, an Indian standing on the river bank, gazing long and silently at the boat moving upstream without sail, finally exclaimed: "Walks in water!" . . . He observed the paddle-wheels revolving slowly, and intuitively comprehended that when a paddle struck the water there was a step forward.

The name was, however, too long for common use, and, being the only boat of her class on Lake Erie, the vessel was generally spoken of as "the steamboat." She was built in the village of Black Rock, at the mouth of Scagaguda Creek, and was launched on May 28, 1818. In the present age of "floating palaces" the description of her dimensions and equipment is of more than passing interest:

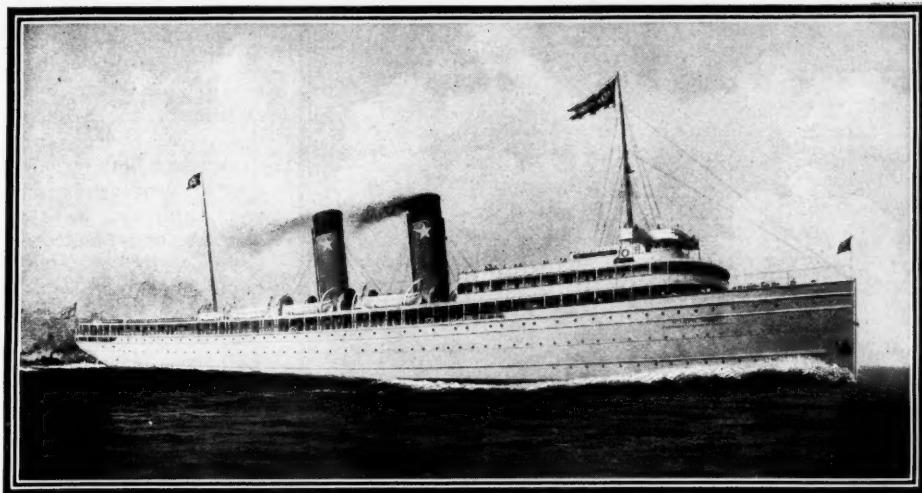
She was 135 feet length of deck, 32 feet breadth, and 8 feet 6 inches depth of hull, registering 338 gross tons. She had two masts, carrying mainsail, foresail, and foretopmast-staysail, which were always used when the wind was favorable. Her paddle-wheels were placed exactly amidships, and the machinery was below the deck. The boiler was forward of the wheels and measured 20 feet long by 9 feet in diameter, while the long smokestack pointed upward rakishly, the whole effect causing a native Frenchman, upon seeing the vessel for the first time, to exclaim: "Jean, Jean, just see what are these Yankees a-sending us now but a saw-mill!"



"WALK-IN-THE-WATER," THE FIRST STEAMBOAT TO MAKE REGULAR TRIPS ON THE GREAT LAKES

The boat's speed, ten miles an hour, was considered wonderful. She carried 100 passengers in the cabins and a larger number in the steerage. Wherever she touched the banks were lined with astonished spectators. Indians who saw her were terrified. The rates seem to have been very high,—from Black Rock and Buffalo to Detroit, cabin \$18, steerage \$7,—and the round trip occupied about ten days. The *Walk-in-the-Water* never entered the stream at Buffalo, "for the very good reason that





A MODERN STEAMSHIP IN THE GREAT LAKES TRANSPORTATION SERVICE

no harbor existed there the waters of which would have floated her."

To aid the boat in her maiden trip up the Niagara River the shore end of a line from the boat was hitched to a yoke of oxen, which tugged steadily, "the combined efforts of beasts and steam proving sufficient to move the vessel forward." This was the historical "horned breeze" on the Niagara River. After an eventful but short career of three profitable seasons the vessel was wrecked in a storm, striking "the light, sandy beach just above the old lighthouse, and nearly opposite the foot of Main street, Buffalo."

Great rivalry existed between Black Rock and Buffalo on the question where the successor to *Walk-in-the-Water* should be built, but Buffalo gained the day, her citizens guaranteeing that the channel of Buffalo

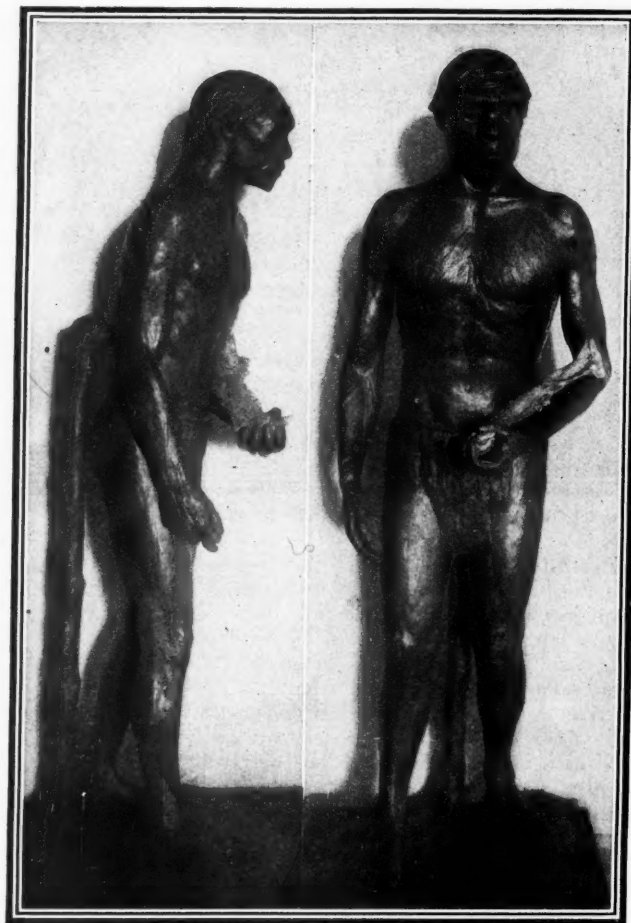
Creek should be deepened in time to admit of the new vessel being floated out to the lake. The new boat, named the *Superior*, was launched on April 16, 1822. After her third trip she made Buffalo her stopping-place, and from this time the town began that career of prosperity which has made her "the metropolis of the western lake country," while her old rival, Black Rock, for whom many had predicted great things in the commercial world, became "only a dot on the map." The *Henry Clay*, a sister ship to the *Superior*, was built in 1824-5; the *Superior* was converted into a sailing vessel in 1835, her machinery being placed in a new boat, the *Charles Townsend*, and in 1843 she was lost in a gale. From 1825 the extension of steam navigation on the Lakes kept pace with the times.

## PREHISTORIC MAN RESTORED

RECENT visitors to the Peabody Museum at Yale will doubtless remember the statue representing the prehistoric man. This restoration is the work of Dr. Richard S. Lull, assistant professor of vertebrate paleontology at Yale University and one of the associate curators of the Peabody Museum; and it shows his conception of the type of mankind in what is known to scientists as the earlier paleolithic period. In the *Independent* Dr. Lull explains the lines on which his restoration proceeded, and de-

scribes the remains which form the basis of his conception of our prehistoric ancestors.

In 1856 the "earliest known authentic remains" of paleolithic man were discovered in a cave known as the Feldhofer Grotte, in the Neanderthal Valley, Germany. They consisted of a portion of the skull and a number of important bones. Unfortunately the bones were "thrown out of the cave with the loam in which they lay, and were afterward collected, so that the original condition of the skeleton, together with its position, is



A MODERN RESTORATION OF THE PREHISTORIC MAN

(From the cast by Prof. Richard S. Lull, of Yale)

not surely known." According to Professor Schaaffhausen, the dimensions of the bones other than the skull indicated that the "height and relative proportions of the limbs were quite those of a European of middle stature." The cranium was of the average capacity of Polynesian and Hottentot skulls; and Huxley considered it "the most ape-like of human crania yet discovered." The large mass of brain, however, would, he said, "alone suggest that the ape-like tendencies did not extend deep into the organization." The discovery of these remains gave rise to much heated discussion. It was claimed by some that the Neanderthal man was "but an idiotic waif of humanity and not the representative of a type." These objectors were,

associated with a hot climate fauna and crude implements; and some of the bone fragments show the calcining effects of fire. After a careful investigation of the various remains, and a study of the measurements of the skulls and other bones, Dr. Lull reached the following conclusions concerning the prehistoric man:

The total height is much less than that of the average Caucasian of to-day, being for this adult man but 5 feet 3 inches. The muscles are clean cut, powerful, but displaying no superfluous flesh, for I imagine the struggle for existence against climatic inclemency, scarcity of food, and enemies of the brute creation, as well as the shrewder foes of his own kind, was bitter to an extreme. The torso is also clean cut and athletic in my conception,—like that of a North-American Indian in his prime as a

however, silenced by the discovery in 1886 at the mouth of a cave at Spy, in Belgium, of "two skeletons of the Neanderthal type, under conditions which left no question of their genuineness and antiquity, as they were evidently contemporaries of the quaternary fauna the remains of which were found embedded with them." Dr. Lull cites Huxley's description of these men of Spy, which is interesting enough to warrant reproduction here. It reads:

The anatomical characters of the skeletons bear out conclusions which are not flattering to the appearance of their owners. They were short of stature but powerfully built, with strong, curiously curved thigh bones, the lower ends of which are so fashioned that they must have walked with a bend at the knees. Their long, depressed skulls had very strong brow ridges; their lower jaws of brutal strength and solidity sloped away from the teeth downward and backward, in consequence of the absence of that especially characteristic feature of the higher type of man, the chin prominence.

Similar remains have been discovered elsewhere

hunter, for the conditions of life were probably quite similar on either hand.

With regard to the popular conception of the relationship of prehistoric man with the modern great apes, Dr. Lull observes that the latter "are no more ancestral to the primitive man than is a present-day European."

The great apes are mainly vegetarians, and as such have somewhat shapeless bodies, for such a diet requires a much greater quantity of food for the maintenance of strength, and a consequently larger body to contain it. That paleolithic man was carnivorous in his habits is known from the remains of animals which are found with his own relics and which he used for food.

A peculiarity of the feet of the primitive man was "a curious offsetting of the great toe." Also, he was probably more hairy than the model at Yale would indicate; and "whether he wore clothing is a matter of considerable doubt." Mentally he may have been "at least on a par with the modern Australian savages." With regard to his antiquity, Dr. Lull, basing his figures on the most approved geological evidence, says:

Our records seem to point to a long career of upward of a hundred thousand years for this type of man. Whether any of his blood flows to-day through the veins of mankind, we are not certain. As a race he has been extinct-at least fifty millemiums.

## FATHER TABB AND HIS LYRICS

IN the recent passing away of Father Tabb at St. Charles' College, Ellicott City, Md., the country lost a poet of distinction, while from the ranks of the Roman Catholic priesthood there was taken a scholar and musician of unusual attainments.

John Bannister Tabb was born in Virginia sixty-five years ago. As a youth he espoused the cause of the Confederacy, and it was as a prisoner of war that he became a comrade of Sidney Lanier, that other poet of the Southland, with whom he had much in common. After the war he became a teacher and in 1872, at the age of twenty-seven, embraced the Catholic faith. After many years of study at St. Charles' College he was ordained to the priesthood. He continued as a member of the college faculty for the remainder of his life, suffering during the last two years the loss of his sight, an affliction which in his case must have been peculiarly hard to bear. In the latter half of his life many of his verses had been printed in the magazines and several volumes of his collected poems had appeared.

Writing in the *Catholic World* for February Mrs. Alice Meynell, who is especially familiar with Father Tabb's work, dwells on the artistic completeness of his poems. She also distinguishes between the "merely fanciful" and the "greatly imaginative" among his lyrics.

And so important, so momentous, and so significant is Father Tabb's finer imagery that it is at once the matter and the form and the substance of the poem. There is none of the indirectness of "as" or "like" or "even as" in his similitudes; he does not merely illustrate. Let us take as an example the two lovely stan-

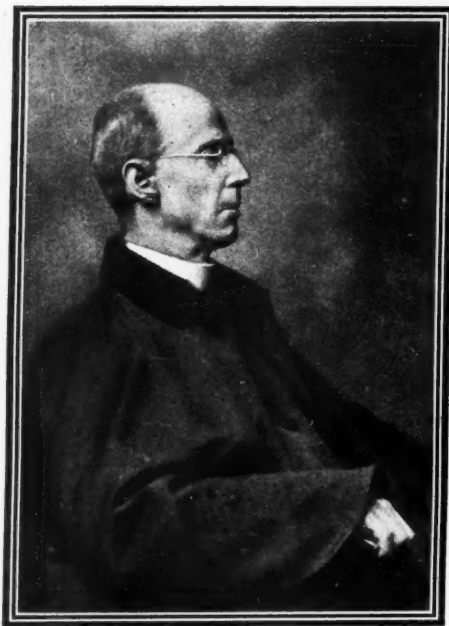
zas from the second book, the *Lyrics* of 1897.—  
"The Young Tenor":

"I woke; the harbored melody  
Had crossed the slumber bar,  
And out upon the open sea  
Of consciousness, afar  
Swept onward with a fainter strain,  
As echoing the dream again.

"So soft the silver sound, and clear,  
Outpoured upon the night,  
That Silence seemed a listener  
O'erleaning with delight  
The slender moon, a finger-tip  
Upon the portal of her lip."

His contemporaries were not accustomed to think of Father Tabb as a prolific writer; yet Mrs. Meynell shows that in the truest sense his verse was voluminous,—in thought if not in printed lines:

Father Tabb has produced some hundreds of poems in a few slender volumes, and every poem harbors,—or rather is,—a separate thought, and a thought "accepted of song." This is fertility of a most unusual kind; it is not only quality in a little space but,—more remarkably,—quantity in a little space. For Father Tabb's admirable things are not merely to be weighed; they are, most emphatically, to be counted. They are many. Nay, they are so many that I doubt whether one of the voluminous poets, even the great ones, would easily make up such a sum. *Multum, non multa* has been said in praise of others. But that praise in no wise suits Father Tabb. It is for abundance that we must praise him,—the several, separate, distinct, discreet abundance of entire brief lyrics. Would a slower or longer-witted poet have made of each of these thoughts, these fancies, these images, a longer poem? I cannot tell, but I think the longer-witted one would not have had these thoughts. Father Tabb conceives them at once in their perfection; and one cannot think of them otherwise than as bearing their own true shape in his exquisitely shaped stanza.



THE LATE FATHER TABB

A writer in the *Nation*, Mr. Frank J. Mather, Jr., recalls that the texts of Father Tabb's "parables in little" were usually furnished by the singing birds, thickets, meadows, and hills of the Maryland Blue Ridge.

Except for the simpler Bible stories, there is rarely a suggestion of history. The verses are

profoundly literary, yet one hardly guesses what latent influences from older poetry may have transpired. The world of struggling men and women is held far away. Occasional intimations of a love become reminiscent hardly constitute a bond. We have to do simply with the transaction between nature and a curiously meditative mind.

A few lines written by Father Tabb soon after his loss of sight are taken by the *Outlook* as autobiographic:

"Back to the primal gloom  
Where life began,  
As to my mother's womb  
Must I, a man,  
Return:  
Not to be born again,  
But to remain:  
And in the School of Darkness learn  
What mean  
The things unseen."

One of Father Tabb's last poems,—*"The Vampire Moon,"*—appeared in the *Cosmopolitan Magazine* for February. An editorial note states that this was considered by the poet the best work he had done:

"The vital vapors to absorb,  
The Moon, with famished face,  
Suspends her lean, malignant orb  
Above a dying face.

"I watch her like a folded flower  
As silently expand;  
The pulses waning hour by hour,  
And heavier the hand.

"Till she hath brimmed her cup, and I  
An empty chalice hold;  
My heart in agony as dry  
In wintriness, as cold."

## JAPAN'S REAL REASON FOR WANTING MANCHURIA

THE action of Japan in Manchuria has given rise to so many dire apprehensions that it is useful to have a statement from a Japanese source as to what Japan really does want in that region. Although Mr. Adachi Kinnosuke frankly admits, in his article in *Harper's Weekly*, that he is "not speaking by the book,—especially an officially inspired one,"—it is impossible, reading between the lines, to doubt that he voices the views of his countrymen generally. The question he discusses is: "What does Japan want in Manchuria?"; and the first reason he gives he designates as "good, economic, commercial." He says:

We in Japan, like all poor men's families, increase persistently, enormously, without malice

aforethought, to be sure, at the rate of 600,000 per year. To-day we import about three million yens' worth of rice,—just one article of food,—every month to feed our people. We have got to reach out for pastures new. Our farmers would like to come to your country. Our farmers, learned in the lore of intensive culture of the soil, would do a deal of good for some portions of your country,—Texas, for example, and the Northwest. You do not want them. Our Government (remembering always how loyally you stood by us in the time of trouble) enacted laws which made it almost impossible for the laboring class of our country to come to America. The Japanese immigration into America dwindled to one-tenth of the former number, and that was nothing but right. This is your country; you should have whom you wish. As for us, we looked elsewhere; we had to. Why not Manchuria?

It is only natural that the Japanese Gov-



ernment should prefer to see its people in Manchuria, rather than in America, for the very good reason that the former country is a field in which the Japanese may be called upon "to take an active part." But "the real agricultural Manchuria is far from the rosy Manchuria of American imagination."

Manchurian soil is not Californian; you may tickle the Manchurian mud all you wish and you stand in no immediate danger of digging a golden smile out of it. The Manchurian farm hand gets very little more than one-half of the Japanese wage. In Japan an average farm laborer gets 35 sen (17½ cents) per day. When he is told that in America he can get \$1.50 per day he is tempted to brave an ocean. When he is told that he can get 20 sen (10 cents) per day in Manchuria he . . . loses all his interest in Manchuria at once. How to fire the imagination of the Japanese laboring class for the attractions in Manchuria is the problem of the day. And the South Manchurian Railway helps to solve it in no small measure. The South Manchurian has practically reconstructed itself; 80 per cent. of its line has been double-tracked now. All of which means . . . employment for the Japanese, especially for our engineers,—and at no starvation wages. . . . The South Manchurian Railway Company has been working its coal-mines,—another opportunity for the Japanese workmen. The South Manchurian line uses no modest number of men to conduct its passenger and freight business,—another good chance for some of our people.

Referring to the oft-heard statement that Japan is using the South Manchurian lines to fence out European and American trade from Manchuria, Mr. Adachi says he does not see why this impression should be abroad. As for the command of the Manchurian market,—that, he says, the Japanese "have anyhow, railways or no railways." This is how he regards the situation:

Consider how near our factories are to the Manchurian market; how far the American manufacturers; consider the cheapness of our factory labor; our command of cheap water transportation, our superior knowledge of local conditions and the needs of the Manchurians; and judge for yourself. In Manchuria we can maintain a traveling salesman for \$10 a month; American and European houses cannot.

Curiously enough Mr. Adachi brings against American merchants the same charge of indifference to the needs of their Manchurian customers that has been made against United States traders with South American countries:

Our manufacturers are willing enough to send goods according to the wishes of the customers. The American manufacturer knows what is good for his customers and gives them the goods which he himself thinks best. When they have to, the merchants of Japan pack the goods suitable for the rough-and-tumble transporta-



MISS MANCHURIA AND HER SUITORS  
(Tokio Puck is certain that they can never agree)

tion conditions of inland China; the American is too busy to do anything of the sort.

One distinct advantage that the Japanese merchant has over his American competitor is that the Manchurians can pay for their purchases from Japan in beans and kaoliang, the chief products of the country. America "does not want either of them; she cannot handle them with profit. Japan does want them; she could handle the entire output of Manchuria if she were forced to it. And this fact alone is decisive in commanding the Manchurian market."

But the real reason why Japan will not sell the Manchurian lines is not a commercial one: it is that these lines are "a vital measure of the national defense of the Empire of Nippon." Not that Japan is expecting to fight somebody,—no more than America in increasing her navy expects to fight some power or to "lick" somebody. Why the South Manchurian lines count so much with Japan is:

Because China is awakening even now, and very fast. The awakened China, with her new army and her navy, may not listen to the now fashionable talk of Japan's leadership of Asia with a smile, and we have an idea in Japan that our neighbor may not let bygones be bygones.

Now we wish to receive the first shock of the awakening of China on the Continent,—not on our own shores, but as far away as possible.

Besides China, Russia has to be reckoned with.

To-day she is subsidizing the Russian immigrants into Siberia with real money,—and that after giving them the lands to till and houses to live in. Now to face Russia when she has made herself at home in Siberia is a different tale from fighting her at the end of 6000 miles of single-track railway from home. Nippon appre-

ciates this. The most fervent prayer of both the government and the people of Japan to-day is that the 8,000,000 gods of our forefathers keep us at peace with Russia.

Finally, Japan cannot get over the notion that Manchuria is hers because "it was ceded to her by China in 1895." Japan is "the rightful owner of southern Manchuria."

## FROM ROOSEVELT TO TAFT—A GERMAN VIEW

THE initial article of a recent issue of the Berlin *Gegenwart*, by Otto Corbach, contrasts the spirit of President Taft's administration with that of its predecessor.

Many people all over the world, he says, suppose that Taft's only function is to keep Roosevelt's seat warm for him.

They believe that the people of the United States will make the beloved Teddy, the man of temperament, their standard-bearer once more in the next Presidential election, because no better leader against "predatory wealth" can be found. The experiences under the new master of the White House have not tended to change this view. The rigid adherents of Roosevelt are disappointed with Taft. In vain have they looked to him for any really bold action in the direction of a decided antagonizing of the

trusts or the initiation of a policy of tariff reduction. Much rather have the advocates of the great corporations, of high protection, the Canons, Paynes, Aldriches, cause to be satisfied with the man, of whom Roosevelt once declared, —not in these words, to be sure,—"This is my beloved son, in whom I am well pleased."

The same Roosevelt, the writer continues, left no doubt, however, before his departure for Africa that the ruling Taft was subjecting this approval to a heavy strain. He foretold in some published articles a dark future for the American people should they not pursue in the most vigorous manner the war which he had begun against the corporations. "No one doubted that these admonitions were meant for the new President, who already showed how little a passionate partisanship against the powerful monopolists was consonant with his tastes."

Then, too, there is nothing to remind one of the temperament that Roosevelt displayed in regard to his duties as President. Roosevelt's messages were combative utterances which were chiefly directed against the money-kings. Taft's messages are brief, business-like, and extremely moderate in tone. Taft is an optimist. He beholds for his people, be they employers or employed, agriculturists or manufacturers, only opportunities to increase their well-being, if each one but accommodate himself to his circumstances. That is why he preaches mutual harmony, reconciliation; for the country is "in a high state of prosperity"; there is every reason to believe "that we are on the eve of a substantial business expansion." "*Enrichissez-vous!*" that is the recipe, then, that President Taft prescribes as the universal remedy for all social exigencies. He cannot, nor does he want to, entirely abandon the task of strengthening the people's capacity of resistance against the exploiting power of the trusts. But he has not the ambition, like Roosevelt, to bring about radically subversive changes in American economic life.

Whoever imagines, however, that a great majority of the American nation, "disgusted by Taft's lukewarmness in the fight against the rich enemies of the people, are burning with eagerness to put Roosevelt into the



DID MR. ROOSEVELT'S MANTLE REALLY FALL ON PRESIDENT TAFT?

(This is the way the Teutonic view was pictured recently by the cartoonist of *Nebelwatter*, Zurich)

White House, in spite of all political tradition, after the expiration of Taft's term," is, asserts this German writer, laboring under a mistake.

He forgets to take into account that in the United States, too, great changes have in the last years taken place in internal political life; and he misconstrues in general also the character of the historical epoch through which we are passing. Modern celebrities appear and vanish like the passing fancies of fashion. In former times a man of consequence could congratulate himself if he gained the recognition of his contemporaries at the close of his life; to-day many a one sees his fame pale while he is still in the full vigor of his powers,—not to mention the innumerable lesser lights who emerge from obscurity like meteors to be once more swiftly swallowed in darkness. Roosevelt may have had moments when he regretted not being a king or emperor who might rule to the end of his days over one of the greatest of nations. But if the vapors of incense which surrounded him did not dim his critical vision too much he must surely in the last year of his Presidency have blessed a fate that allowed his

second term to close opportunely and thus spare him bitter disappointment through the inconsistency of popular favor. Roosevelt's unsteady anti-trust policy had produced a disquieting effect upon the American business-world. Much legislative strength was consumed without perceptibly weakening the monopolistic power of the corporations; without, therefore, resulting in much besides a crippling of the spirit of enterprise. Doubly disastrous, consequently, were the effects caused by the great economic crisis of 1907.

For Mr. Taft, concludes Herr Corbach, the laurels of a social innovator have nothing alluring.

He reckons with the powers as they exist, unless circumstances render legislative encroachments in economic concerns absolutely necessary. All the more eagerly does he devote himself to the expansion of American trade. That is why he attaches such importance to foreign policy. Whether in consequence the psychological moment for the exercise of pressure upon "predatory wealth" may be lost troubles him but little.

## HAVE AMERICA AND JAPAN ECLIPSED EUROPE?

"EUROPE'S supremacy in the world is at an end." So says the Italian Deputy Signor Enrico de Marinis. With him this idea is not new, since he has previously mooted it on the floor of Italy's lower chamber; but he now for the first time puts a synoptical review of the subject at large into print, calling his article,—see *Nuova Antologia* (Rome),—"The Decadence of Europe." And an anonymous contributor to the Berlin weekly, the *Zukunft*, shows unconscious coincidence with Signor de Marinis as to one or two points (in an article dealing chiefly with the career of E. H. Harriman).

Two factors determine this "decadence of Europe," thinks the Deputy: "The program of the United States, seconded by a policy common to the two Americas," and, next, "the historical rise of Japan." Those two great powers "are no longer jealous of Europe, which they perceive is on the decline, but are afraid and jealous of each other.

The Americas and Asia are no longer in a state of subjection to the European world; a reaction against Europe is happening. . . . America and Asia are pursuing their endeavor to lessen and destroy European dominion in the remaining colonial possessions and in the markets of both East and West. . . . The present dissensions between the countries of Europe pall before the new conflict to-day appearing in history. Europe has given up. The center of history and civilization lies elsewhere.

Having rendered themselves independent of Europe politically, the Americas are now merely fighting to win economic victories, which are resulting more and more favorably for the American States, and to obtain the political supremacy of the Atlantic. At the same time Asia has commenced the struggle for political and economic independence of Europe, with intent of control in the lands and markets of the Occident,—and with victory already beginning to smile.

The first of the causes making for American ascendancy noted by Signor de Marinis is the Monroe Doctrine, aiming at the unification of the commercial interests of all the countries of this hemisphere as against the states of Europe, "a magnificent political conception of large prophetic vision." Writers may already be found both in North and South America who declare the world's financial center to be no longer London but New York.

The recently passed Payne-Aldrich tariff bill is a further "accentuation of America's so famous plan of protection against the European industries." The French and British industries will be especially hard hit. It may be, thinks the author, that this latest protectionist move will give a strong impulse to the "fair trade" idea in England, whose present belief in free trade precludes the possibility of retaliation while reducing England's export markets. Under the new tar-

iff Italian products come off very badly, too, and "one must conclude that sooner or later no European country will remain untouched by the fresh distribution of commercial and financial injuries which the United States will inflict within a short space of time." Nothing will serve here but united action on the part of the European governments. Of this, however, there seems little chance, since Europe is continuing "in the perilous path of internal political and economic quarrels." Not even the enormously significant American victory over Spain, whose results went much further than Spain's loss of Cuba and Cuba's becoming an American republic, made Europe realize that this was a step in "historical decadence" and a token of worse to come. By the Hay-Pauncefote treaty was ceded to the United States control of the future interoceanic canal, which was to have been shared by England, according to an earlier arrangement. United States importations in the Canal Zone have increased considerably, of course.

The Bureau of American Republics and the museum at Philadelphia are signs of the "pan-American" solidarity so vigorously championed by Blaine and Elihu Root,—with the 1906 conference at Rio de Janeiro as the latest manifestation, the author of this article might have added,—for the purpose of "common defense of a political and commercial union for the common interests against Europe and the Asiatic peril." English-speaking America maintains schools in Turkey, and in Beirut a university. The United States, apart from stupendous import, export, and internal trade statistics, dizzy transactions in the stock market, and a vast railway net, surpassing in mileage the whole of Europe's,—the United States, points out the deputy for Salerno, "furnishes half the world's iron and steel, two-thirds of the coal, one-third of the lead, three-fifths of the copper, over a quarter of the zinc, over a quarter of the gold, more than half of the silver, three-quarters of the cotton, and three-fifths of the petroleum." Besides, there are immense untouched natural resources in both North and South America. Military and naval armament is increasing with the Latin commonwealths as well as with the English-speaking republic, and the United States fleet "will one day be the strongest in the world."

The above is partly corroborated in the *Zukunft*:

The American desires for expansion are concentrated upon Eastern Asia and South Amer-

ica . . . and they get very indignant if told that Germany has designs in Brazil. . . . The new American protective tariff, with its arbitrariness and its possibilities of interpretation, is bad,—even worse than one had expected it would be. But only a united,—as yet non-existent,—Europe could effect anything by way of opposition. And as long as England, which opens its doors to American products without the slightest sort of restriction, feels obliged to swallow such a tariff it must remain almost unassailable for Germany. . . . For the United States need not mind us very particularly and are in the enviable position of being able to annoy us without any risk. Any one can see that who, instead of staring at the stock market, considers the economic state of the two countries.

As to the second part of the Italian statesman's thesis, the rise of Asia,—with Japan as protagonist,—his remarks may be briefly summed up as follows:

"Asia for the Asiatics" is a watchword we are now all familiar with. The English have special reason to be interested in Asiatic developments, as they made an alliance with Japan, and during the war with Russia hailed the victories of the little yellow men with great enthusiasm. But is it not significant that only a couple of years after that war the English were anxiously trying to arrive at an understanding with Russia about the future policy to be adopted by those two European powers concerning their Asiatic possessions? Japan's victory in fact completely changed the attitude of Europe toward Asia, "Europe at once beginning to renounce its program of expansion in the Far East," this being notably the case with Russia, Germany, France, and Italy. But even before the stupendous defeat of Russia,—tantamount to that of Europe,—French publicists were writing about the Japanese peril in Indo-China. "The best intellects of the East see this sudden and frightened change of program . . . in its full light as a sign of European decadence." China is undergoing an actual renaissance and is rapidly becoming emancipated. India is in a state of growing revolt. The Persian constitutionalists were strong enough to overthrow the Shah, and they aim at political independence for their country. Afghanistan has not the least intention of relegating itself to the rôle of either a British or a Russian protectorate. Korea now lies altogether under Japanese domination and administration; the Japanese are the political and commercial masters of that country. Their influence, too, in Siam is enormous; in late operations on the French border line the



Siamese troops were commanded by Japanese.

Signor de Marinis does not opine that Europe's "decadence" can be turned back to dominance, but he thinks the tide could be stemmed at least by the organization of

the "United States of Europe," which he considers "vital to their existence as a common defense of common fundamental interests . . . against the advance of the Americas and the progress of Asia."

## THE INTERNATIONAL SIGNIFICANCE OF THE ANDEAN TUNNEL

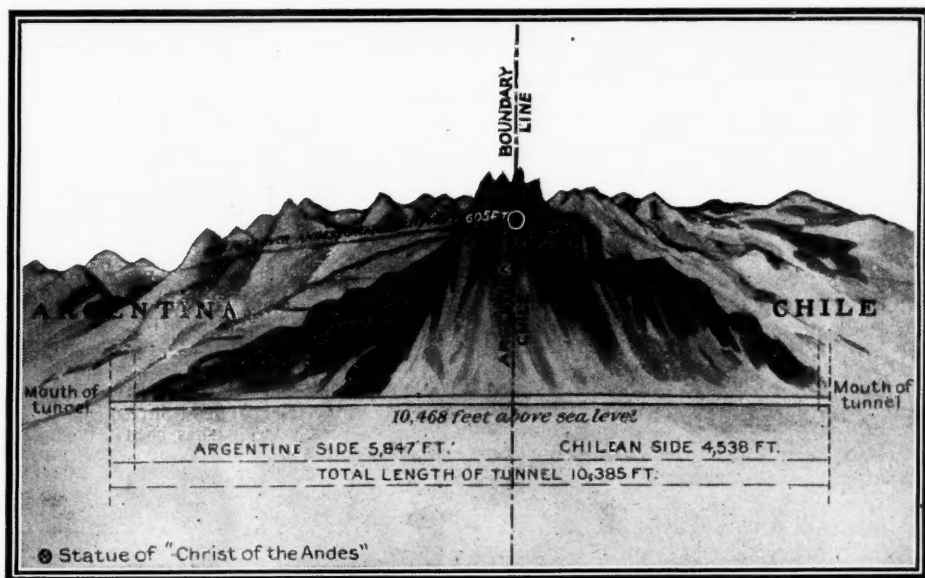
AN achievement more potent than treaties or monuments in making for peace and harmony between the peoples of Chile and Argentina was announced to the world in November last, when the tunnel working forces of the Trans-Andean Railroad builders met in the heart of the mountains at the mathematical boundary separating the two countries.

This tunnel has often been referred to as the highest in the world. Its altitude is higher than that of any other tunnel of equal or greater length. The famous Galera Tunnel, on the Oroya road in Peru, is higher, but it is only about one-third as long as the bore completing the railroad line between Chile and Argentina. The latter, which is

10,468 feet above the sea level, has a total length of 10,385 feet.

Hollowed out of solid rock, the tunnel as opened is 3000 feet below the crest of the Andes. It is of the same dimensions as the famous Simplon Tunnel and large enough to allow rolling-stock of the standard gauge to pass through. It is expected that by May 25 of the present year trains will be running through. This will make a most appropriate feature in the celebration of the centenary of the revolution which gave to both these South American nations their independent life.

It was an Italian workman, operating under a British engineer, in the employ of an Anglo-American firm, and thus complet-



PROFILE OF THE TRANS-ANDEAN TUNNEL RECENTLY OPENED BETWEEN CHILE AND THE ARGENTINE REPUBLIC

(Although only about two miles long and surpassed in this respect by others in various parts of the world, it is unique in that no tunnel of as great a length is situated at so great a height above the level of the sea)

ing the project of two Chilean brothers (we quote from the February number of the *Bulletin* of the International Bureau of the American Republics) who placed the fuse "for the demolition of the rocky barrier and opened up a line of communication which is likely to change political relations in South America and commercial conditions throughout the world."

Commenting upon the international significance of this achievement, and noting the fact that the tunnel reduces the running time between Valparaiso and Buenos Aires from nearly four days to thirty-four hours, the editor of the *Bulletin* says:

So long as the chief exports of the countries interested continue to be raw materials no great changes may be expected in the character of products transported to the seaboard, though the volume will inevitably be greatly augmented. Argentine grains, hides, and beef, and Chilean copper and nitrates, will continue to be sent abroad by the sea, but in the development of a greater commercial volume between the countries of the east and west coasts of South America and in the transport of lighter manufactured goods from Europe and America the rail route will prove a formidable rival. Though Brazil and the Argentine Republic are washed by the Atlantic, vast tracts of rubber-growing districts of the one and of the agricultural and cattle sections of the other lie far nearer to the

Pacific. With facilities of transport it is reasonable to suppose that products which have hitherto found their sole ports of shipment on the Atlantic seaboard will ultimately turn to the Pacific, and vice versa. As a medium of ocean traffic the importance of the route cannot be overestimated. At present South America is to a great extent a commercial appanage of Europe. On the east coast the trade of the United States with the countries of the Atlantic has been handicapped by inadequate shipping, and also by the fact that the east coast to the south of the turn of the continent is really much nearer to Europe than to the United States with the added advantage of more favorable sailing conditions, and the west coast is as remote by sea from New York as it is from Liverpool or Hamburg. When the Panama Canal is completed a different condition will prevail. Then the United States, especially its manufacturing sections, will enjoy a tremendous advantage in respect to all that portion of South America situated on or commercially tributary to the Pacific. Already the opening of the Tehuantepec line across Mexico and of the interoceanic route in Guatemala has augmented the volume of trade between the Atlantic and Pacific. With the Buenos Aires-Valparaiso route open to easy transport, Chile and Peru will no longer be cut off from the great streams of the world's commerce. They will be in direct and constant intercourse with the countries to the east and will be brought proportionately close to Europe, and a long step will be taken toward South American solidarity by bringing the capitals of the west coast under the same influences as those of the east.

## FAIR PLAY FOR 'CHINA IN THE RAILROAD QUESTION

IN the *Far Eastern Review* for November last George Bronson Rea, M.E., has a few things to say concerning railway loan agreements in China and their relation to the Open Door which are well worth reading. In the development of the Middle Kingdom the interval that has elapsed since 1898 has been an epoch-making period, pregnant with the most important issues for the future of that vast country. Twelve years ago China was a mere child in the hands of promoters and concessionists; to-day she is asserting her national dignity and demanding fair play at the hands of the Powers. Twelve years ago China had to admit the incompetence and dishonesty of her native railway officials; to-day she can point to at least one line,—the Peking-Kalgan, 130 miles in length,—“constructed entirely with Chinese money, and by Chinese engineers, there being not a single foreigner employed on the line in any capacity.” Mr. Rea says:

On the 17th day of June, 1898, when China contracted her foreign loan for the Peking-Newchwang line, she voluntarily admitted the principle that her officials were incompetent to honestly administer the proceeds of a foreign loan to the satisfaction of the investor. And having once placed her financial probity in question she has been forced through successive similar agreements to follow a practice which no other nation in the world would tolerate for an instant. . . . While China could give ample security and pay good interest she could not be trusted with the expenditure of the money. And under the provisions of loan agreements based on these principles China has been deprived of authority in her own affairs, and the national, commercial, and political interests of money-lenders advanced without coming into direct conflict with the Open Door doctrine.

This Peking-Newchwang loan was for £2,300,000 for a term of forty-five years; and China entered into an agreement with the British & Chinese Corporation which practically gave them control of the property. It also “inserted a wedge for British railway

principles which, if driven home, would effectively destroy the chance of American or Continental railway supplies gaining a foothold in China." The chief engineer was to be a British subject, and the principal members of the railway staff were also to be Europeans. The accountant of the line was to be European as well. Naturally Russia objected to the "foreign control of the line," but the objection was withdrawn after an understanding had been arrived at with regard to the respective spheres of railway influence of Great Britain and Russia. The line was so successful that a dividend of 18 per cent. was paid in 1908; and out of the surplus profits the new Kalgan line was constructed (as stated above, entirely by Chinese) at a cost of over £1,100,000, or half the value of the loan. It was natural that "under these circumstances the Chinese should chafe under the yoke which forced them to acknowledge the chief engineer as the dominant factor in the road." As was to be expected, British railway principles largely prevail on the Imperial railways. Large engineering works were erected at Shanhi-kwan, justifying the conclusion that the corporation



BUILDER OF THE KALGAN RAILWAY, THE MOST DIFFICULT ENGINEERING TASK IN CHINA

(His Excellency, the Taotai Chan Tien-Yu, C. E., M. I. C. E., a graduate of Yale, known familiarly to his associates at the university as "Jimmy")



HSU SHIH-CHANG, PRESIDENT OF THE CHINESE BOARD OF POSTS AND COMMUNICATIONS

(This official has filled many important governmental posts, including those of Grand Councillor, President of the Board of Interior, Viceroy of Manchuria, and Director-General of the Tientsin-Pukow Railway. He is now at Peking as the head of the Imperial Railway Board. He is regarded as one of China's most capable and honest executives)

aimed at "a monopoly of road and bridge construction throughout the empire."

With engineers in charge specifying standards and following bridge principles prevailing in Great Britain, the logical end meant the monopolization of the Chinese market for British steel manufacturers.

The Peking-Hankow loan of £4,500,000 at 4 per cent., placed through Belgian financiers, was much more favorable to China than the Peking-Newchwang one. China secured the option of redeeming the entire loan after ten years. Though only Belgian or French products were purchased, and the Belgian chief engineer drew up the plans, complete harmony existed during the construction of the line. When the time came China exercised her rights, replaced the Belgian officials with her own men, and is now controlling the property free from any restrictions or interference.

The Shanghai-Nanking loan of 1903, for £3,250,000 at 5 per cent., was for fifty years, repayable at 102½ after twelve and one-half years and at par after twenty-five years. The engineer-in-chief was appointed by the British & Chinese Corporation, and he had practical control over disbursements.

Only favored British manufacturers were permitted to tender for supplies, and only British material was recommended and purchased.

Only the most approved materials found their way into the make-up of the road. . . . It is undoubtedly the best equipped road in China and a standing object-lesson of British railway principles adapted to Chinese requirements.

The Chinese, however, charge extravagance and unnecessary expenditure on the part of the engineer-in-chief. The corporation, "placed in an unpleasant light, answers that while the road has cost more than any other in China, due to the superior quality of the construction and material, the total would have been greatly reduced had it not been for the many 'combines' among the Chinese officials to raise the prices for land and ballast."

After citing several other loans Mr. Rea gives details as to the cost of some of the more important railways in China, which in brief are as follows:

The most expensive loan-built railway in China, the Shanghai-Nanking, cost \$53,000 per mile. The American-built Shanshui branch of the Canton-Hankow line was the most costly to China: alleged extravagance prevailed in the

ordering of materials, and everything was purchased from America; so Americans cannot hope to stand on a pedestal and lay claim to any superior virtues. The German-built Shantung line cost \$46,000 gold per mile. The most difficult engineering railway proposition was the road from Peking to Kalgan mentioned above, which included over a mile of tunneling, and whose engines are the most powerful in China. This cost only about \$41,000 per mile.

As Mr. Rea remarks, these figures speak for themselves.

They tell the story that China is forced to expend much more for her foreign-built roads under the restricting terms of loan agreements than she would if left untrammelled in the supervision and control of expenditures. China could more than double her railway building if unmolested in the administration of her affairs.

To quote Mr. Rea further:

China's credit is good. Her finances need reorganizing, and it will come in time. Her bonds are eagerly accepted by the investing public.

. . . . If international protestations of friendship to China are sincere and there exists a genuine desire to maintain the open door and further foreign trade relations, every country should subscribe to the doctrine of permitting China exclusive control of her loan funds for railway purposes. . . . It is time China was accorded fair play.

## THE NEW JUNGLE RAILROAD OF SOUTH AMERICA

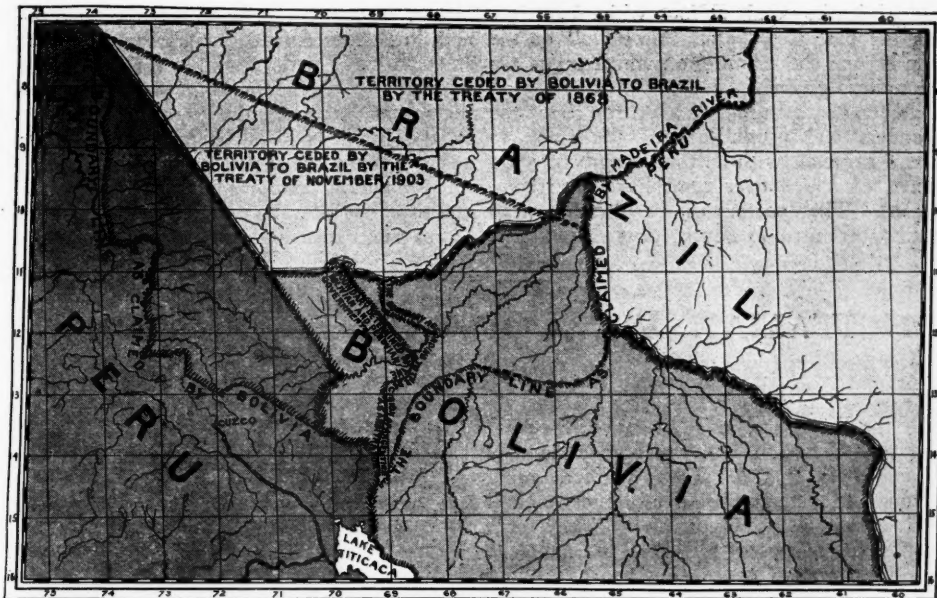
THE most fascinating river in all the world, excepting perhaps the Nile, is the mighty Amazon, draining two and a half million square miles of South America. But whereas the attractions of the river of Egypt lie in survivals of a historic past,—with all the associations that gather round its temples and other monuments of bygone greatness, of the rise and fall of empires,—the charm of the South American waterway is its very youth, its boundless stretches of virgin territory, its enormous fertile areas awaiting cultivation. A thousand miles from the Atlantic the Madeira River empties into the Amazon, after having flowed 900 miles from its source at the junction of the Beni and Mamoré rivers, on the frontier of Bolivia and Brazil. The area drained by the Madeira and its affluents nearly equals that of the State of Texas, to which must be added thousands of square miles of contiguous territory in eastern Bolivia, Peru, and Brazil, all of which have their only outlet through the Madeira and Mamoré. The practically limitless

wealth-producing power of this vast region is thus described in the *Bulletin* of the International Bureau of the American Republics:

This is the heart of South America. It is destined to make the names of Bolivia, Peru, and Brazil well known in the consuming markets of the world long after the tin of the first, the copper of the second, and the diamonds of the third are forgotten. The mineral wealth of all three republics may become exhausted, but the agricultural resources will increase as time goes on, and as the land becomes more accessible. In the areas contiguous to the great rivers, such as the Madeira, the present products are rubber and cacao. . . . But the resources of the heart of South America will not be exhausted by these two aids to modern life. Above the level of the river valleys lie areas of equal richness and fertility. Subtropical products, such as cinchona and the citrus trees, grow there; coffee, cotton, and sugar have no better soil; cattle can find an open pasture all the year round. Still higher on the mountain-side . . . are fertile valleys destined some day to be granaries contributing in corn and wheat to the world's food supply.

To-day, for want of a railway, "the en-





THE VAST REGION TAPPED BY THE NEW JUNGLE RAILROAD OF SOUTH AMERICA

(This map shows the sections of Brazil, Bolivia, and Peru drained by the Madeira River, and indicates the boundaries claimed by Bolivia and Peru in the recent dispute between these two countries)

tire area is as commercially unapproachable as it was one hundred years ago."

The Madeira River is navigable, even for ocean-going vessels, as far as San Antonio, 660 miles above its junction with the Amazon, but beyond that point for a distance of 200 miles to the mouth of the Mamoré River it is a series of rapids and falls of such stupendous force that no device of man can be conceived to carry exports or imports on the river itself to a point above the dangerous water where steam navigation is again available. Canals have been projected, but the idea has been discarded as impracticable; schemes of roads or of tracks for vessels have been conceived only to be abandoned. These rapids must in some way be passed, . . . and the only solution of the problem is the railway.

The Madeira and Mamoré Railway is no new project. As long ago as 1851 the nineteen falls and rapids of the Madeira and Mamoré rivers were reported by a United States naval officer as "the sole obstacle to continuous river navigation from the Atlantic Ocean to Vinchuta in Bolivia, a distance of 2300 miles." On November 1, 1871, Col. George Earl Church at San Antonio "turned the first sod for a railway that, with the faith of a Columbus, he firmly believed would open to commerce and immigration a country unsurpassed in latent wealth by any

unoccupied territory of equal extent on the face of the globe."

The undertaking was doomed to disaster. Unforeseen difficulties "swamped the enterprise before construction had proceeded beyond the preparation of plans and a few miles of survey." In 1878 "work was carried on faithfully for one year," with the result that "a survey of 320 miles had been cut through the forest, a train run on completed tracks for 4 miles, and the right of way established by clearing for 25 miles." Then the project failed again "from a variety of causes." To-day the railway is almost an accomplished fact. American engineers have taken up the work where it was abandoned by their confrères a generation ago. Modern science (with its branches of hygiene and therapeutics), including the application of electricity, has expedited the work marvelously. In 1878 the working force never exceeded 1000 men at any one time. To-day 2500 are engaged. In 1878 the operating outfit consisted of one locomotive with one platform car. To-day the railway has been built a distance of 46 miles; five first-class engines are running, and six more are on the way. Thirty years ago the mortality among the workmen was 23 per cent. To-day the rec-

ord of deaths stands at four white men during the past two years. Almost all of the line beyond the 46 miles on which trains are running is graded.

Much has been said and written about the wonders and possibilities of the Cape to Cairo railroad, with its total length of 5700 miles, of which over 4200 have been completed. That portion of the Pan-American Railway limited to South America measures

almost exactly the same distance from Panama to Buenos Aires. Comparing these vast lines with the little 200-mile road from the Madeira to the Mamoré, the *Bulletin* predicts that "this seemingly obscure railway in the jungle will ultimately carry on its roadbed more traffic and do more to develop an area almost boundless in extent and potentialities than the 10,000 miles of Cape to Cairo and Pan-American together."

## AN ITALIAN VIEW OF WOMAN IN MODERN SOCIETY

IN the *Rassegna Nazionale*, one of the most sedate Italian reviews, Signor Mazzei discusses in a very frank manner, going straight to the point, the question of woman's influence in the society of to-day all over the world. He opposes all those radicals who consider woman as a being apart, without taking into account her inevitable duties toward the family and society in general. Evidently he believes that if man has, besides his family duties, a social mission which he cannot avoid, woman, too, has been assigned by nature to her social obligations, and she likewise cannot escape them. He says:

Many have seen in the different conditions of men and women an injustice because they have only studied one side of the woman question without taking into consideration the children, who also have a right to be well brought up and educated. These observers do not seem to realize that if we neglect our children the logical consequence of the mistake is that the coming generations will try to render the woman in all respects equal to man, enjoying the same rights and having the same duties. In the abstract all this appears equitable, but if we go to the root of the question we can easily see that the results are disastrous. If nature made woman equal to man for her nobility she also made woman unlike him in her aptitudes as well as dissimilar in her attributes. Therefore, all this tends to the conclusion that there should be a diversity in the mission of each sex.

Signor Mazzei observes that to-day the family, especially among the working classes all over the world, is in a bad condition, that it has lost its physical strength and has been reduced to a level below that which it was intended to maintain for the good of society. This is due to the fact that the family "no longer desires to assume its responsibilities toward the different affinities which compose 'society.'"

In fact, man is now only thinking of himself and the woman is rapidly following in his footsteps, with her infatuation of wanting "to make money" or to prove her "equal rights." Who are suffering by all this? The children, who are not responsible and consequently are unwittingly the victims of a false environment.

It is truism that woman is the soul of the family. She is the necessary center from whom everything emanates and often her devotion averts many misfortunes.

If the woman abandons her home, who will bring up and guide the children? What satisfaction can a man find in his home life without a woman? He will seek pleasure outside and the children will frequent the streets, where they will meet bad companions, and even the strongest will be tempted into the ways of corruption. . . . At every age man feels the materialistic influence of his opposite sex. As a child he not only receives nourishment from his mother but her example and advice do as much to shape his character as her first instruction does his education. When a young man, the woman, whom he loves will ennoble him, or make him a coward. Later, when a husband, it will be the wife who will, with her kindness, encourage him to remain honest, broaden his moral scope, and stimulate his ambitions. It is beyond dispute that women have always had a vast power for good or evil over mankind.

If a woman is alone in the world and has to earn her living, this Italian writer concludes, she should then work, yet choose an employment or career best adaptable to her sex, as, for example, teaching, especially in the elementary schools. "But if instead she does not need to earn her livelihood she should occupy herself toward the good of society. Her gentleness and kindness make her indeed superior to man. She should teach hygiene, give advice and bring joy to the poorer classes. It seems to me that her mission would be thus complete."

# FINANCE AND BUSINESS

## NOTES ON APPLIED ECONOMICS OF THE MONTH

### THE RED-FLANNEL SAVINGS BANK

ONE day last month a hard-working woman, the wife of a New York tailor in a small way, went out to market. In her hurry she left the apartment door ajar. Moreover, she forgot to replace, under the mattress, the red-flannel bag in which she and her husband kept their savings of fifteen years,—some diamonds, a gold watch, and \$1400 cash.

Only a quarter of an hour later she came back,—but the red-flannel savings bank was gone. At last reports, the police detectives had not recovered the money.

The pity of such a loss is more than personal. It is a national calamity. The vague distrust of all banks follows the popular ignorance of the difference in nature between a business man's bank and a true savings bank. Ignorance was the root of this small tragedy, and it is also the root of the national phenomenon of extravagance, now in wide notice of the newspapers.

Let us eat and drink, for to-morrow the bank may fail,—that reckless spirit of rich and poor is one cause of the Congressional investigations into the high cost of living.

Several other legislative bodies are likewise getting evidence on the relation between American wages and the higher cost of eggs, and meat, and milk, and so on, and of tariff-protected manufactures.

Meanwhile the good old maxim holds true, that the real prosperity of a nation is the citizen's margin for saving. As long as stories like the above continue to be typical, in the experience of financial editors and bankers, it will continue a leading duty of the public-spirited to learn where sums like that \$1400 can be placed with profit and safety.

### THE TRUE SAVINGS BANK

IT would have meant the difference of fifteen years' work to the unlucky tailor if he had understood that he was living in the very center of true savings banks,—the kind that, humanly speaking, make no "inside profits," take no risks, and do not fail.

Such savings banks are called "mutual." There are about 640 of them in the United States. In them is deposited more than \$3,100,000,000,—of which nearly one-third is in the savings banks of New York City and Brooklyn alone.

Half as much again is in ten other cities,—Boston, Albany, Philadelphia, Pittsburg, Baltimore, Cleveland, Milwaukee, Minneapolis, St. Paul, and San Francisco.

"Mutual" here means co-operative. For instance, out of every \$10 the New York savings banks earned last year the depositors got more than \$9. Compare the interest your local bank pays its depositors with the dividends its stockholders get.

In mutual savings banks there are no stockholders. Supervision is by trustees who serve without pay. The depositors' money may legally be put only into gilt-edge first mortgages on real estate, railroad bonds, and the like.

Interest paid varied last year from  $3\frac{1}{2}$  to 4 per cent. The average was 3.85.

Country dwellers, outside of New York, New Jersey, and New England, will find few mutual savings banks at hand. Indeed, they will find few savings banks of any kind. Even if one includes the 1061 "stock" savings banks, which are operated for the profit of the shareholders, like any other private business enterprise, the number of institutions is utterly inadequate in some sections. Here are the figures for a few States, comprising stock banks and mutual banks, too,—1703 in all:

Delaware .....	2
Florida .....	4
Arkansas .....	6
Indiana .....	5
Wisconsin .....	3
Montana .....	3
Wyoming .....	1
Oregon .....	6
Idaho .....	4
Utah .....	3

That shows why only one American savings bank deposit in every five is outside New England and the six "Eastern" States.

And in half a dozen States there are no savings banks at all.

## A UNITED STATES SAVINGS BANK?

**A**DD to the scarcity of savings banks throughout great sections of the United States,—the entire absence of any banks whatever in 22,000 villages, towns, and cities,—and a void appears, to fill which a postal savings bank has been recommended by the Republican party. It is being urged by the present Administration.

Excepting Germany, America is now the only great country without a postal savings bank. No less than thirty-four nations have such systems, in which \$2,000,000,000 have been deposited by 40,000,000 thrifty citizens.

The hot contest in the Senate last month, over Senator Carter's bill, brought out a lot of information, personally and financially valuable.

Bankers don't like the plan, even if the Government is to pay only 2 per cent. interest, is to limit single deposits to \$500, and is to act mostly as collecting agent, returning every dollar possible to some bank of the locality where that dollar was saved.

Half a million circulars were sent out early in February by the American Bankers' Association. They foretold trouble if the bill were passed,—dangers of robbers in the case of remote post-offices, expenses in installing 40,000 burglar-proof safes, opportunities for theft among thousands of extra clerks, new openings for the shifty debtor to evade his creditors and the tax collector, since a postal savings deposit could not be subject to attachment or to tax.

Perhaps the framers of the bill can meet these objections. They have already met others, which at first sounded serious.

For example: The first idea was that money handed in at a given office should find its way back again to the nearest National bank. But National banks are not allowed to lend money on real estate. Therefore State banks were added to the classes of Government depositories for these postal funds.

Thus the plan would work the transformation of millions of hoarded money into capital,—money that works and serves the people.

From the red-flannel bag, or the legendary stocking, or the hole under the loose hearth-brick, the dollars will flow to the local postmaster behind whom stands the majestic "Government guarantee,"—from him to Washington, and thence back to the banks nearest the original savers.

These banks will then proceed to lend the money, receiving as security perhaps a mortgage on the very house of the loose hearth-brick, or the promissory note of the very merchant who sold the red flannel or the stocking.

## WHAT A "SAVINGS DEPARTMENT" MAY MEAN

**"W**E have no savings banks in our neighborhood, but there is a National bank, a State bank, and a trust company,—and each has a 'savings department.' Isn't that good enough?"

The Middle-Westerner who wrote thus last month was confused, and naturally. Was his money any safer if put in at the third window on the left, where the sign read "Savings Department," than it would be at the second window on the right, for commercial deposits?

The answer is not found in the publicity matter of the American Bankers' Association, although it emphasizes departments as evidence that postal savings banks are not needed.

For every savings bank in the United States there are nearly ten savings departments. The money saved through the latter adds about one and three-quarter billions to the nearly four billions saved through the former.

But,—is money in the savings department of a business man's bank (a State bank or trust company) any safer than in any other department? The answer is No, with the exception of eight States,—Michigan, New Hampshire, Connecticut, Massachusetts, Rhode Island, Ohio, Texas, and California.

These States have protected the wage-earner, who saves dollar by dollar, through laws which require "savings department" money to be invested quite differently from the business man's money, which, of course, is usually loaned out again to other business men.

"Segregation" is insisted upon. Savings deposits must be invested by the bank only in certain mortgages, bonds, and loans. Should the bank get into trouble, then those savings remain secured by these investments which may not legally be used for any other purpose. If they are insufficient, then the savings depositor can put in his claim against the general assets of the bank, just like any other depositor.

That a postal savings bank would be more



trouble than it is worth is debatable. But if the postal savings bank bill is held up through the opposition of the American Bankers' Association, a much heavier responsibility will rest upon that body in its efforts, already undertaken, to secure laws in all States similar to those of the eight named,—laws which will render the word "savings" used in connection with any department of any institution, anywhere in the United States, equal to the words "trust funds," as they have been interpreted by the courts of the most conservative States.

#### SAVINGS IN THE NATIONAL BANKS

**L**AST month the biggest of all banks that hold a federal charter, the "National City," of New York, reported in its circular a matter of great moment. "There is practically not a National bank in all the United States at the present time whose condition is regarded as unsatisfactory."

Now about half of these 7000 banks have "savings departments." More than \$375,000,000 is thus held. But unless the banker in the case is philanthropic by choice no one of these 3515 savings-banks-within-national-banks is treating these hardly accumulated dollars any differently from its regular commercial deposits.

Thus, from the salary- and wage-earner's point of view, it is not enough to hear that the National banks have improved greatly over a year ago, when several hundred were said to be improperly managed,—or that we owe the change to highly efficient supervision from Washington, such as the new Credit Bureau, which keeps tabs on the big borrowers, and the new co-operation of the National Examiners with the State and Clearing House Examiners.

All this executive efficiency cannot affect the law which now forbids National banks from lending on real estate mortgages. These are the foundation of investment of trust funds and of savings. For instance, the best State laws for savings banks prescribe about two-thirds of real estate mortgages to one-third of more quickly salable things, such as gilt-edge railroad bonds.

A change in the law has been recommended by the American Bankers' Association. It is before the National Monetary Commission.

Until, therefore, State and federal laws recognize the difference between trading money and savings, between business funds and the slow dollars that mean the self-

denial of the clerk and the mechanic, the milliner and the housemaid,—every "savings department" will present a personal problem.

A bank can be no safer than the character of its assets, which in turn are determined by the character of the two or three men who really manage that bank.

#### MINUS A BILLION DOLLARS

**"A**WFUL crash in the stock market!"

Day after day, as January closed and February began, the little newsboys called this out as they scurried around with their "early afternoon editions."

By the second week of February the newspapers were figuring out that sixty typical properties were "worth" one billion less than a few months before.

We were to have a panic, declared Mr. James M. Beck, the renowned corporation lawyer, compared to which the so-called "Roosevelt panic" would be a mere zephyr.

At such signs and portents the great body of citizens of these United States have been marveling. They "want to know,"—even though they have not been buying stocks at inflated prices,—though they are in the class of representative men and women from every section who have written to this magazine, comprehending and approving the simple rule of caution for investors indicated so often during the last few months in these pages,—*to divide the dividend by the purchase price.*

For instance: The New York Central is a great and gilt-edged railroad, but its stock pays only \$5 per share a year. Plainly, the investor who has access to a safe 4 per cent. savings bank ceases to be interested in "Central" when it rises above \$125 a share.

Last fall this stock reached \$147. From this eminence it dropped some \$30,—and thereby again become worthy of consideration by people with money to invest, not speculate with.

Yet the reappearance of "Wall Street" in newspaper headlines has aroused keen interest.

What caused the slump?

What part did speculation play?

Will there be another panic,—another twinge of the money hunger that gives pain to the nation at large?

And what remedies are our currency reformers preparing?

## HOW THE BRAKES WORKED

LONDON, October 21.—The Bank of England to-day raised its minimum rate of discount from 4 per cent. to 5.

THAT brief announcement arrived just in time to be printed in these columns for November, 1909. Attention was called to the probability that before "very many months" the explanation of the news would arrive and would be unpleasant.

It appeared that an abnormal amount of millions had been borrowed in London by American bankers and speculators, to help push up the price of American stocks. The governors of the Bank of England are really world bankers. They see far. When they put the price for their money, which means for world money, up to 5 per cent. from 4, whither it had only recently been raised from 2½, gold began to flow into England, and away from American stocks. American stocks began to flow back to America.

"We can do our own financing without London's help," a banking leader irritably declared.

But figures speak louder than words. The big New York banks that lend millions on stocks from day to day began to show swelling in that "loan" item. Enormous loans, too, were shifted to out-of-town banks, anxious to profit by the high "call money," which reached 14 per cent.

In the November article already referred to, it was said that the price of stocks of certain large industries particularly had discounted and anticipated a whole lot of prosperity that had not yet arrived.

By last month the shares in the profits of the great Steel Corporation had been marked down nearly \$90,000,000; of Amalgamated Copper, about \$32,000,000; of American Sugar, about \$8,000,000, and so on in proportion.

And on the tenth the Bank of England rate came down again to 3 per cent.

## THE STOCK EXCHANGE SPEAKS

ON February 9 the rights of the American public were recognized by the New York Stock Exchange in a manner unprecedented since its first constitution in 1817. It furnished the newspapers with the detailed report of an "investigation," instead of merely summarizing its conclusion from evidence kept secret.

The interest to the nation sweeps far beyond the scandal being investigated. That

concerned no more than a brokers' dispute. A little known stock, of little worth,—Columbus & Hocking Coal & Iron,—had sold in one day from \$88.50 a share down to \$25. Three firms of brokers failed. Who was responsible?

Nobody cares, speaking for the nation, as to the losses of gentlemen who make "pools," who abuse the machinery of the Stock Exchange to simulate the buying of obscure stocks at several times their value,—and then fail to shift this stock to outside investors at high prices before the banks learn the truth and refuse to lend the money needed to keep those high prices going.

But everybody cares, whether investor, business man, or employee, to have the facts of such harmful speculation made public as a warning.

Yet the evil will not cure itself until the Exchange governors become "active in preventing wrong-doing," as they were "expected" to become last June, by the "Hughes" investigating committee, which added to this report:

"If, however, wrong-doing recurs, and it should appear to the public at large that the Exchange has been derelict in exerting its powers and authority to prevent it, we believe that the public will insist upon the incorporation of the Exchange and its subjection to State authority and supervision."

Improvement seems probable. Such recent scandals as the Hocking collapse, together with the previous insane rise and fall within twelve minutes of \$31 per share in the price of another stock, indefinite in value,—Rock Island common,—will not bear repetition. There is wider newspaper and magazine protest, and it is more universally read and understood by all classes.

## NO PANIC FOR THE PRESENT

PANIC prophets were busy last month while stocks were falling in price. Yet those anxious merchants and investors who dug down to underlying facts found them pretty solid.

Far different was it three years ago, when the American financier, Jacob H. Schiff, with the brilliant French economist, Leroy-Beaulieu, predicted the trouble of 1907 with such extraordinary accuracy.

For instance, just preceding the 1907 decline in everything, the representative American banks had loaned, against every \$100 that the public had deposited in them, no less than \$106. At the present time they

are loaning only \$98. They are on the safe side.

Again: In the autumn of 1906 the banks, against every \$100 of loans (represented by pieces of paper bearing business men's signatures, often without "quick" security), could show "specie,"—gold and silver,—only to the amount of \$16. Now they can show more than \$22.

Then there was reckless endless-chaining of banks by speculators like Morse, Heinze, and Thomas. It is not believed that any group as daring has yet taken the place of those eliminated figures.

Business is not going as fast. By that very fact there is less drain on credit; nor has slackening yet reached a point where careful students can foresee any lowering of the present dividends paid by the strong railroads and manufacturing companies.

#### WANTED: A WAY TO GET MONEY WHEN IT IS NEEDED

MR. LESLIE M. SHAW'S home is in Iowa. About banking matters he feels as his lifetime neighbors do, though he himself, after being Secretary of the Treasury, is now a banker in a financial center of the East.

Mr. Edward B. Vreeland, on the other hand, is a Congressman from New York, and as chairman of the House Committee on Banking and Currency he represents that body's understood wish for a more centralized banking system as the cure for all our financial ills.

Consequently many sparks flew, casting much light on both sides of the "Central Bank" question, when Messrs. Vreeland and Shaw got into an impromptu debate before the Republican Club of New York on the 5th of last month.

Our system of 24,000 separate and distinct State and National banks simply "falls apart,"—Mr. Vreeland remarked, when under stress. Every great commercial nation abroad is united as to the reserves its banks hold and the notes they are allowed to issue. Why not adapt the principles that others have found so successful?

Because, Mr. Shaw replied, we are too big. To give our currency enough elasticity would take an unprecedented note issue. Our double line of banks,—State and National,—would complicate its handling.

Dramatic was Mr. Vreeland's illustration of the absurd American "reserve system."

All the National and State laws require a certain percentage of cash to be kept in the banks. In time of panic it cannot be released.

"We are in the position in which the country would be if war were declared with Canada and every State were required to keep its troops upon its own frontier, where they could be cut to pieces, a few at a time, by an invading army. We must therefore have to some extent centralization of reserves, \$200,000,000 to \$400,000,000, where they can be used when occasion requires."

Hence the cry for a commanding-general bank, able to throw reserves to any outpost where they would do the most good.

But this ability would be abused, insisted Mr. Shaw, thus voicing the "interior's" deep suspicion of any large collection of money in any one place, particularly if that place is New York.

The wheat coming into Minneapolis, the cotton into New Orleans, creates a demand for money. The local bank would send its "paper" to New York for discount. Would it get the money? Mr. Shaw thinks not, because this nation is too "provincial."

A little farther on, however, Mr. Shaw mentioned that in his own town there is a private bank, a State bank, and a National bank. In 1907 each had money in New York and Chicago, but knew it could get nothing but Clearing House certificates.

"So," related Mr. Shaw, "we decided to stand together and pool our surplus cash for the benefit of all, and then we adjourned and went home."

Then, one may ask, one's neighbor in Iowa may be trusted, but not one's central banker in New York? It is precisely this standing together and "pooling" surplus cash that a central bank signifies in every civilized nation,—except the United States.

How they do it abroad is recorded in the works of Conant, Muhleman, and others. To the many students of those works among business men, bankers, investors, and all-around good citizens the Shaw-Vreeland "debate," as reported in the New York papers of February 6, is recommended.

For it is "childish," as remarked last month by Prof. E. R. A. Seligman, the political economist of Columbia University, to expect that the "local" banking machine still retained by America can keep up with the complex problems that grow out of our importance to-day in world-finance.

# W. J. LOCKE, AN APOSTLE OF CHEERFULNESS IN FICTION

BY G. W. HARRIS

AFTER fifteen years of painstaking work Mr. W. J. Locke is coming into the enjoyment of a deserved popularity throughout the several nations where English fiction is read. His is a unique achievement,—or at least the method of it is unique. Mr. Locke has so far mastered his tools and his materials that his later novels stand the test of good literature: the best of them not only provide keen pleasure at the first reading but can be read again and again without losing their bloom,—or the reader his delight.

Furthermore, he has peopled the realms of his fancy with living, breathing, sentient creatures. They are real people to us. Their doings, their sayings, their very thoughts have an almost startling verisimilitude, despite the fact that the protagonists of his dramas are invariably among the oddest, most quaintly freakish and fantastical strangers to conventionality of all the heroes of English fiction. Indeed, Mr. Locke's stories are novels without heroes,—unless we are to set up a new definition for heroic, enlarging the term to include the finer attribute of simple goodness, as well as all nobility of soul.

He gave us the first article of his artistic creed in these words from Marcus Ordeyne's diary: "Every family has its irrepres- sible, impossible, unpractical member, its *enfant terrible*, who is forever doing the wrong thing with the best intentions. Truth is the *enfant terrible* of the Virtues. Sometimes it puts them to the blush and throws them into confusion; at others it blusters like a blatant liar; at others, again, it stutters and stammers like a detected thief. There is no knowing how Truth may behave."

He is a truth-seeker always. He oftenest prefers to search for truth in strange guises,—in the quirks and sallies of some latter-day reincarnation of the soul of *El Ingenioso Hidalgo Don Quixote de la Mancha*, and how it strikes

his contemporaries. I have said Mr. Locke's method is unique: it is almost as whimsical as Cervantes' own. Indeed, he gives freer rein to his own idiosyncrasies than any other living story-teller with whose work I happen to be acquainted. His novels refuse to fit into any known category in the easy classification of the bulk of contemporaneous fiction. They insist on occupying a class by themselves.

The eldest son of English parents some time resident in Barbadoes, William John Locke was born in 1863. After what must have been a

pretty thorough preliminary preparation at Queen's Royal College, Trinidad, he went to England and entered St. John's College, Cambridge, in 1881, specializing in mathematics. Three years later he was graduated with highest honors in his subject, winning the "mathematical tripos." How he did it was a mystery, according to his friends, one of whom says it was at Cambridge that he "laid the foundation of his future career by studiously neglecting his studies." It is averred that he established the record of having attended only one lecture throughout his whole three years' course. He read comparatively little mathematics, but indulged in "a three years' orgy on Eng-

lish and French literature; he could always be found in some remote corner of the library reading some old book no one else had ever got hold of."

Early in his Cambridge course he began writing, and he published his first short story in 1882. But when he left the university the necessity of earning a living forced him to take up teaching, which he followed thereafter for thirteen years. The long vacation of nearly four months each year, which enabled him to travel and write, was a big advantage that he made the most of; but his detestation of "school-slavery" is vividly shown in Marcus Ordeyne's famous diatribe against mathematics,—which, by the



W. J. LOCKE

(The English novelist who has chosen "for his literary domain hitherto uncultivated tracts of human nature")



way, is one of the best denunciations ever put into print of that "utterly futile and inhuman subject." Before his baronetcy came to him Marcus had been engaged in "teaching to children the most useless, the most disastrous, the most soul-cramping branch of knowledge where-with pedagogues in their insensate folly have crippled the minds and blasted the lives of thousands of their fellow-creatures,—elementary mathematics. . . . It trains the mind,—it teaches boys to think, they say. It doesn't. In reality it is a cut and dried subject easy to fit into a school curriculum. Its sacrosanctity saves educationalists an enormous amount of trouble, and its chief use is to enable mindless young men from the universities to make a dishonest living by teaching it to others, who in their turn may teach it to a future generation."

Mr. Locke released himself from that drudgery in 1897 when he became secretary to the Royal Institute of British Architects, a position he held for eleven years, in the course of which he was chosen a corresponding member of the leading architects' societies of Russia, Holland, Spain, and Portugal, and eventually an honorary associate of the Royal Institute of British Architects. Meanwhile he had published his first novel, "At the Gate of Samaria," in 1895; and followed it with two others in 1896, "The Demagogue and Lady Phayre" and "A Study in Shadows." These were 'prentice work, albeit of an unusual kind. "Derelicts" (1897) and "Idols" (1898) first attracted to their author the attention of discriminating readers of novels, both for their own noteworthy qualities and still more for their unmistakable promise of more brilliant things to be expected from the same hand. Slowly but steadily his audience grew with the publication of "The White Dove" in 1900, "The Usurper" in 1901, and "Where Love Is" in 1903.

"The Morals of Marcus Ordeyne," issued in 1905, was so far superior to all that had preceded it as to mark the real beginning of the period of Mr. Locke's masterwork. The earlier novels had displayed a remarkable talent for the purveying of quaint romanticism, but here was the evidence of genius. The book is still Mr. Locke's most original and most powerful achievement; though "The Belovéd Vagabond" (1906), which is probably the favorite among his stories with a larger number of readers, shows a considerable gain in artistry; and "Septimus," which (after serial publication as "Simple Septimus") last year became one of the half-dozen "best sellers" throughout the United States, signalizes a still further advance in constructive ability. Whether his new tale, "Simon the Jester," now appearing serially in the *American Magazine*, will prove as fine a piece of work as "Septimus" it is as yet too early to tell. It promises well.

The brilliant success of a stage version of "The Morals of Marcus" in London in 1906 turned our author's attention for a time to the theater and led to the production of two original dramas: "The Palace of Puck," 1907, and "Butterflies," 1908, and also in the latter named year of a dramatization of "The Belovéd Vagabond."

But after that excursion to the playhouse he concluded wisely that the novel, not the drama, was his true medium of expression. It is so despite the fact, nay, for this very reason, among others, that plot is almost the least consequential ingredient in his work. His intrigues are seldom more exciting than the complications of commonplace lives. Yet he is almost as contemptuous of the commonplace as Meredith, and therein lies the secret of his distinction of style,—a style so easy in its flow that infinite pains must have gone into its fashioning. The development of character is his supreme interest. The process of individual soul growth, set forth with a rare and salutary sense of humor, constitutes the fascination that holds his readers spellbound. We love his people for what they are, not for what they do or say,—though it is the adroit harvesting of these fruits of character, to be sure, that shows us what they are.

The characters he studies most closely and delineates with elaborate and loving care are extraordinary characters. The men of his choice are often almost weird variations from the average, even in physical aspect,—"queer" personalities,—endowed with moral qualities beyond the norm, with an unconventional chivalry that is none the less real and fine and moving because of the grotesqueness of its manifestation. The Belovéd Vagabond Paragot, more of a paradox than the book's title can indicate,—unkempt, unshorn, a disreputable idler and guzzler, having atrociously long black finger nails, and at the same time a diabolical mastery of the violin (!)—becomes a paragon of heroes when we learn of his great sacrifice for a great love. And Paragot possessed "the divine sense of humor which rainbows the tears of the world." Said Paragot, "When the soul laughs tears come into the eyes." We laugh with him, that way; we cannot laugh at him. The bungling and incompetent "Seer Marcous," saved from suicide only by accident, is at all times a man of sensitive honor, and because of him the world is a better place. And Septimus Dix, mere baby in worldly affairs and inventive genius, a sort of second edition of Marcus, giving his name and his life to a poor ruined girl,—who can read the story and not have a warm corner in his heart for him?

Mr. Locke's women are never such abnormal variations from type. But they are vital figures; and in Carlotta, a waif from the harem, he has sketched with astonishing mastery the evolution of a woman soul.

Having said all this, one has conveyed nothing of the charm of these delectable tales. Their appeal is compounded of delicate and unobtrusive humor and a gentle irony, as well as of the gifts of imagination and of language. Mr. Locke is a mild iconoclast, but he does not attempt to inculcate any new philosophy of life,—beyond repeatedly indicating, by persuasive implication rather than by insistent assertion, the prime importance of cheerfulness. "Life is a glorious thing," he says. And he proves it, even in those hitherto uncultivated tracts of human nature which he has chosen for his literary domain. His stories are a valuable addition to the noble volume of English fiction.

# THE NEW BOOKS

## BIOGRAPHY AND MEMOIRS

For a generation prior to his death, in 1882, Ralph Waldo Emerson had been the most widely read of American essayists. He had lectured from one end of the country to the other and had attained a position of intellectual leadership contested by none of his contemporaries and inherited by none of his suc-



SKETCHES BY EMERSON IN THE LEAVES OF HIS COLLEGE JOURNALS

(Illustration from "The Journals of Ralph Waldo Emerson")

cessors. Much has been written and printed about Emerson since his death, and an abundance of memorabilia has come to light; yet the publication of his journal,<sup>1</sup> begun in his boyhood days and continued through half a century of active life, has been deferred to the present time. It was to this journal, the in-

timid daily companion of the youthful seer, that were first committed many of the thoughts that later found expression in his essays and lectures. Not all of this material is reproduced in the present edition, but the extracts chosen exemplify the range of Emerson's intellectual interests and activities during his growing years. The first two volumes cover the years 1820-1832, beginning with his college days and continuing through the period of his theological study and service as a Unitarian clergyman.

Count Regis de Trobriand was the only Frenchman after the Marquis de Lafayette to hold the rank of Major-General in the United States Army. The Count de Trobriand served with distinction during our Civil War and enjoyed the confidence of Generals Grant and Sherman and other federal commanders. His "Life and Memoirs,"<sup>2</sup> partly in English and partly in French, have now been collected and edited by his daughter, Mrs. Charles Alfred Post, and are published in a volume of 500 pages, chiefly in fine type. Less than half of the volume is devoted to General de Trobriand's army record, since his life in France and New York prior to the war affords much material of literary interest. General de Trobriand had become a writer of distinction before he had an opportunity to display his military abilities.

The two-volume biography of Richard Brinsley Sheridan,<sup>3</sup> by Walter Sichel, is published in this country by the Houghton Mifflin Company. It is to be said for this work that much new and original material has been exploited in its preparation, including a manuscript diary by the Duchess of Devonshire. The evolution of Sheridan's best-known play, "The School for Scandal," is traced through the original prompt-books which contained Sheridan's own corrections. There is appended a general bibliography of Sheridan's works, both published and unpublished.

## HISTORICAL CONTRIBUTIONS

Mr. James Ford Rhodes is one of the few Americans who have made historical writing a career. His "History of the United States from the Compromise of 1850" is the accepted authority for the period of which it treats. His rank as an American historian entitles Mr. Rhodes to a respectful hearing whenever he has anything to say on matters related to his calling. His volume of "Historical Essays,"<sup>4</sup> recently issued comprises estimates of contemporary historians, journalists, and public men, as well as discussions of such topics as "The Professional Historian," "Newspapers as Historical Sources," and "The Writing of History." There are also suggestive papers on "The Presidential Office" and a review of President Hayes' administration.

<sup>2</sup> The Life and Memoirs of Comte Regis de Trobriand. By Marie Caroline Post. Dutton. 539 pp., ill. \$5.

<sup>3</sup> Richard Brinsley Sheridan. By Walter Sichel. Houghton Mifflin. 2 vols., 1177 pp., ill. \$7.50.

<sup>4</sup> Historical Essays. By James Ford Rhodes. Macmillan. 335 pp. \$2.25.

<sup>1</sup> The Journals of Ralph Waldo Emerson. Edited by Edward W. Emerson and Waldo Emerson Forbes. Houghton Mifflin Company. 2 vols., 936 pp. \$3.50.

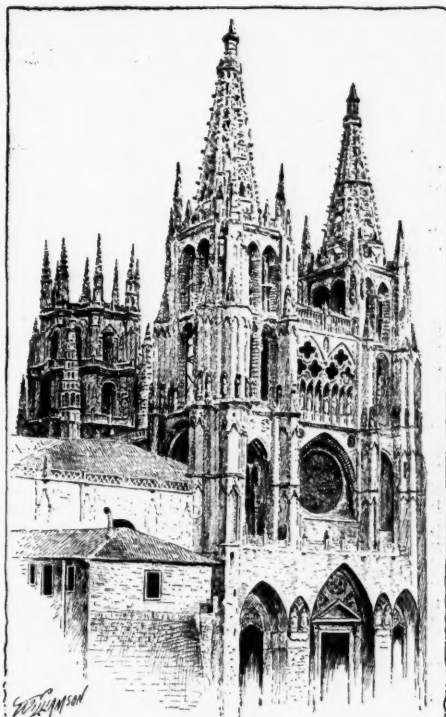
"The People's Law"<sup>1</sup> is the title adopted by Charles Sumner Lobingier for a book that he has written on the subject of popular participation in law-making. This writer has made an exceptionally careful study of American State constitutions from the Revolutionary period down to the present day. The submission of the written constitution to popular vote was the beginning of what we now know as the referendum in this country. Judge Lobingier, in studying this subject, found it necessary to follow the development not only of constitutions but of law-making in general. As his work advanced other questions presented themselves for discussion, such as the effect of the process of popular ratification, its desirability from the standpoint of political science, and the results toward which it appeared to be tending.

In Prof. John Bassett Moore's edition of the works of James Buchanan,<sup>2</sup> Volumes IX. and X. are devoted to the most important years in Buchanan's public career,—the period covered by his mission to the Court of St. James, the campaign of 1856 for the Presidency, and the eventful four years' term in that office culminating in the defeat of the Democratic party and the election of Lincoln in the fall of 1860. Buchanan's State papers, speeches, and private correspondence are in no way noteworthy as models of literary style, nor is that the purpose of their publication at this time. They do, however, constitute an important contribution to history, setting forth a point of view in American politics that became exceedingly unpopular in the Northern States during and after the Civil War, but which was undoubtedly held by large numbers of voters North and South down to the very outbreak of the conflict.

A really monumental work on modern Japan, written by a number of different authorities and edited by one of the most eminent of living Japanese, is the latest contribution to our already voluminous literature on the Far East. "Fifty Years of New Japan,"<sup>3</sup> dedicated to King Edward VII. of Great Britain and compiled by Count Okuma, late Prime Minister of the Empire and Minister for Foreign Affairs, contains chapters written by many of the most eminent Japanese scholars and statesmen of the past half century. These include Count Okuma himself, the late Prince Ito, Field Marshal Yamagata, Marquis Matsukata, Viscount Inoué, Baron Shibusawa, Marquis Saionji, and Mme. Jingo Narusé,—the last named president of the Nippon Women's University, and one of the most eminent of living Japanese women. Every phase of Japanese modern life and national activity is treated exhaustively in the fifty-six pages of this two-volume work. The English version has been edited by Marcus B. Huish.

#### TRAVEL AND DESCRIPTION

Mr. Philip S. Marden, the author of "Greece and the Ægean Islands," has brought out another travel book,<sup>4</sup> this time telling the story of



THE BURGOS CATHEDRAL

(Frontispiece from "Travels in Spain")

a journey across the Spanish peninsula from Gibraltar. While the illustrations (nearly all of which are reproductions from photographs taken by the author) are naturally suggestive of Spain's past, the text is devoted more completely than is customary in narratives of Spanish travel to the things of to-day. It is a fresh and readable presentation of Spain's modern activities as viewed by an observant American.

One would not go to "The Conquest of the Isthmus,"<sup>5</sup> by Hugh C. Weir, to get a statistical statement of the work on the Panama Canal, for the industrial, mechanical, and financial sides of that great enterprise have been treated with greater or less thoroughness by other publications. This deluge of statistical data should not conceal from us the real story of Panama, which has a human interest distinctively its own. It is this side of the subject with which Mr. Weir's book is eminently concerned. He tells us how the men in Uncle Sam's canal army live and do their daily work and enjoy their daily play. Perhaps few of us realize that down there, in the heart of the Panama jungle, 2000 miles from the base of supplies, we are maintaining an army 40,000 strong. Many of the men who constitute this army have their wives and children with them. Mr. Weir tells us how this community has brought civilization to the frontier and how its various social organizations,

<sup>1</sup> The People's Law. By Charles Sumner Lobingier. Macmillan. 429 pp. \$4.

<sup>2</sup> The Works of James Buchanan. Edited by John Bassett Moore. Lippincott. Vols. IX. and X., 956 pp. \$10.

<sup>3</sup> Fifty Years of New Japan. By Count Okuma. Dutton. 2 vols., 1262 pp. \$7.50.

<sup>4</sup> Travels in Spain. By Philip S. Marden. Houghton Mifflin. 434 pp., ill. \$3.

<sup>5</sup> The Conquest of the Isthmus. By Hugh C. Weir. Putnam. 238 pp., ill. \$2.

women's clubs, bowling clubs, dramatic clubs, the Y. M. C. A., and other up-to-date agencies are working to ameliorate the hard conditions of life at this distant outpost.

Mr. Edward J. House, in a volume entitled "A Hunter's Camp-Fires,"<sup>1</sup> pictures life in widely separated regions whither he was attracted by the lure of big game. From the search for moose in New Brunswick and caribou in Newfoundland to African elephant, rhinoceros, and giraffe-hunting is a far cry; but the interest in Mr. House's experiences is not confined to the sport itself, for he gives vivid pictures of the life and environment of the sportsman in the various countries visited.

The first comprehensive, exhaustive, and at the same time popularly attractive guidebook to our neighboring republic, Mexico, has just been published under the general title "Terry's Mexico."<sup>2</sup> This is the result of many years of travel and personal observation and experience, and it contains an amazing amount of information logically and most interestingly set forth. Although planned on the Baedeker model, "Terry's Mexico" is more detailed and fuller in scope. It is, moreover, equipped with more human descriptive interest. There are two maps and twenty-five plans and an extensive bibliography. It is important to add the statement that within the past few weeks the Mexican Government has officially recognized the accuracy and usefulness of this handbook.

Another noteworthy book on Mexican life and history is Thomas Janvier's "Legends of the City of Mexico."<sup>3</sup> These genuine folk stories, which Mr. Janvier declares he has not materially altered, are almost all new to the reading world. The volume is illustrated.

#### LITERATURE

The third volume of Dr. Jusserand's "Literary History of the English People"<sup>4</sup> makes up Part II. of the entire work, and treats of the period from the Renaissance to the Civil War. There is something that reminds one of Taine in the clear, illuminating scholarship of Ambassador Jusserand. This great work will take a worthy place among the really remarkable works of French scholars interpreting English life and literature as few Englishmen have succeeded in doing. The frontispiece to this volume is the reproduction of an old wood engraving showing the Southwark entrance to London in Shakespeare's time.

We are not accustomed to think of the late George Meredith as a poet, and yet his influence upon the poets and poetry of the late Victorian age was considerable. The idealism and lyric fervor of the man can be read in almost every line of the large number of poems he wrote, which are now being collected and issued in memorial volumes. The Scribners have just brought out two of these,—one, "Poems Written in Early Youth"<sup>5</sup> and the

other "Last Poems."<sup>6</sup> The first mentioned was brought out originally in 1851. To the original collection a number of hitherto unpublished poems have been added. The last poems include the famous ones: "The Years Had Worn Their Season's Belt," "Trafalgar Day," and "The Centenary of Garibaldi."

The same publisher has brought out Maurice Buxton Forman's "George Meredith: Some Early Appreciations,"<sup>7</sup> which is a collection of many contemporary notices of Meredith's books as they appeared. Good supplementary reading to the last-noticed book is James Moffatt's literary study of Meredith's novels.<sup>8</sup>

#### NOTEWORTHY BOOKS OF REFERENCE

It is more than a century since Noah Webster began work on his great dictionary, but in the brief list of American lexicographers no name ranks with his to-day. Our fathers and grandfathers were brought up on "Webster's Unabridged," and now the "New International"<sup>9</sup> is put forth by the same publishing house which for nearly seventy years has managed this remarkable series of dictionaries. Dr. Webster himself was thought to have achieved no slight triumph in lexicography when in 1828 he defined 70,000 English words and won lasting approval by the clearness, accuracy, and comprehensiveness of his definitions, but what shall be said of this newest of dictionaries with its 400,000 words and phrases, all defined in the characteristic Websterian style? The "New International" boasts not only of a greatly enlarged vocabulary, but of a great wealth of general information which was indeed undreamed of in Webster's time, but which we treat to-day as matter of course. A new typographical arrangement makes possible the inclusion of these truly vast additions without materially adding to the bulk of the dictionary. All the words in more common use are printed in large type on the upper half of the page, while the minor and more special or technical entries are condensed in smaller type on the lower half. The staff of editors who were engaged for six years in preparing this revision was headed by the late Dr. W. T. Harris, formerly United States Commissioner of Education. The work was completed before his death last November. The "old International" (1890) was esteemed a great advance on its predecessor, the "Unabridged," but all previous efforts of publishers and editors have been eclipsed by the "New International" of 1910.

Among the striking and noteworthy articles in the sixth volume of "The New Schaff-Herzog Encyclopedia of Religious Knowledge,"<sup>10</sup> is the joint contribution on "Jesus Christ," by Professor Warfield, of Princeton, and Professor Bacon, of Yale. These writers deal with

<sup>1</sup> Last Poems. By George Meredith. Scribners. 64 pp. \$1.25.

<sup>2</sup> George Meredith: Some Early Appreciations. By Maurice Buxton Forman. Scribners. 229 pp. \$1.50.

<sup>3</sup> George Meredith: A Primer to the Novels. By James Moffatt. New York: Hodder & Stoughton. 403 pp. \$1.25.

<sup>4</sup> Webster's New International Dictionary. Edited by William T. Harris and F. Sturges Allen. Springfield, Mass.: G. & C. Merriam Company. 2700 pp., ill. \$10.

<sup>5</sup> The New Schaff-Herzog Encyclopedia of Religious Knowledge. Vol. VI. Edited by Samuel Macauley Jackson. Funk & Wagnalls. 505 pp. \$5.

<sup>1</sup> A Hunter's Camp-Fires. By Edward J. House. Harpers. 402 pp., ill. \$5.

<sup>2</sup> Terry's Mexico. By T. Philip Terry. Houghton Mifflin Company. 824 pp., ill. \$2.50.

<sup>3</sup> Legends of the City of Mexico. By Thomas A. Janvier. Harpers. 165 pp., ill. \$1.30.

<sup>4</sup> A Literary History of the English People. Vol. III. By J. J. Jusserand. 629 pp. Putnam. \$3.50.

<sup>5</sup> Poems Written in Early Youth. By George Meredith. Scribners. 260 pp. \$1.50.



the evidence upon which the claims of Jesus Christ rest and with the chief sources of information concerning Jesus outside the Gospel narratives. The biographical sketch of Pope Leo XIII. in this volume was contributed by an eminent Roman Catholic authority, Prof. James F. Driscoll, D.D., president of St. Joseph's Seminary. The publishers promise the completion of this work in twelve volumes, the remaining six to be issued at the rate of one volume every three months.

#### SOCIETY AND GOVERNMENT

Mr. William R. George has written an entertaining sketch of what has for years been known as the George Junior Republic.<sup>1</sup> In the early days of this enterprise the REVIEW OF REVIEWS published an account of the beginnings of the "Republic" at Freeville, N. Y., together with an exposition of its founder's ideals. Since that time this self-governing community has attained a national reputation and has prospered far beyond the expectations of those who were associated with Mr. George in the launching of the experiment. It has had many imitators, so that the name of its founder is no longer so exclusively identified with the idea of boy and girl self-government as it was in the early days. But the fact that there are so many other "junior republics" is a strong testimony to the value of the original idea.

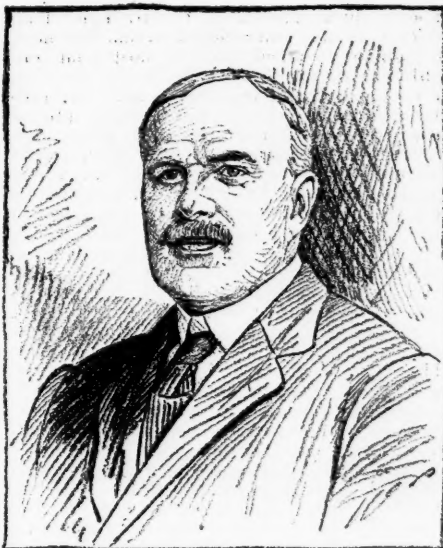
In a single rather bulky volume appear the results of a critical study of police organizations<sup>2</sup> in the United States and abroad, by Dr. Leonhard Felix Fuld, examiner of the Municipal Civil Service Commission of New York City. Strange as it may appear, it is said that this is the first attempt to present a logical exposition of the principles of police administration. The author has succeeded in collecting data from a wide range of sources, both here and abroad, and has had the advantage of counsel and suggestions from Prof. Frank J. Goodnow, of Columbia University.

Professor Laughlin, of the University of Chicago, is a good representative of those scientific economists of to-day who are disposed to deny that the results of their scientific investigations are in any way out of harmony with the fundamental teaching of religion and ethics. In his new books on "Latter-Day Problems,"<sup>3</sup> Professor Laughlin presents a series of studies on vital economic topics, beginning with the question of labor unions and discussing in turn "Socialism, a Philosophy of Failure," "The Abolition of Poverty," "Social Settlements," "Political Economy and Christianity," "Large Fortunes," "Value of Railways," "Guarantee of Bank Deposits," "The Depositor and the Bank," and "Government versus Bankists." In one of the most interesting chapters in the book,—that concerned with social settlements,—the aims as well as the limitations of those institutions are candidly and fairly discussed. Professor Laughlin's book is written throughout in a popular style, with marked freedom from professional or academic cant.

<sup>1</sup> The Junior Republic. By William R. George. Appletons. 326 pp., ill. \$1.50.

<sup>2</sup> Police Administration. By Leonhard Felix Fuld. Putnam. 551 pp., ill. \$3.

<sup>3</sup> Latter-Day Problems. By J. Laurence Laughlin. Scribners. 314 pp. \$1.50.



MR. WILLIAM R. GEORGE

(Founder of the George Junior Republic, who has just written a book on the subject)

Dr. Barnett, of the Johns Hopkins University, has investigated the history of trade unionism among the American printers. It will doubtless surprise many of our readers to be informed that meetings for the purpose of organization among journeyman printers were held in New York as early as 1776, and before the close of the eighteenth century, or shortly thereafter, permanent societies or associations had been formed in New York, Philadelphia, Baltimore, and Boston. From these early beginnings Professor Barnett traces the spread of trade organization among the printers throughout the country down to the present day of well-developed "typographical unions." It is to be inferred from the intelligence of this group of workmen that the records of their organizations, both local and national, would be better preserved than those of other labor unions, and such has been found by Professor Barnett to be the fact. Another reason for selecting the printers for description is to be found in the fact that the policies and methods which have since been adopted in other trades had their origin with the printers. This study of their organization is therefore a useful contribution to the history of American trade unions.<sup>4</sup>

In his new book on "Transportation,"<sup>5</sup> Mr. Emory R. Johnson discusses steam railroads, electric railways, and ocean and inland transportation. The developments in all these fields are so rapid that frequent revision of text-books is required. On the subject of steam railroad transportation, for example, to which Mr. John-

<sup>4</sup> The Printers: A Study in American Trade Unionism. By George E. Barnett. Cambridge, Mass.: American Economic Association. 396 pp. \$1.50.

<sup>5</sup> Elements of Transportation. By Emory R. Johnson. Appleton & Co. 377 pp. \$1.50.

son properly devotes much greater space than to either of the other topics which he treats, there is now a marked tendency toward the substitution of electricity. This tendency, however, has not yet affected the operation of the railroads to such an extent as to make radical changes in the operation of their freight departments or general traffic arrangements. The section of the book which Mr. Johnson has given to electric railway trains is comparatively small and will doubtless require expansion in later revisions. In his chapter on inland waters in the United States the author has included considerable material not easily accessible elsewhere. On the whole his book constitutes a valuable manual of the subject.

#### ENGINEERING TREATISES.

The signal engineer of the Chicago, Burlington & Quincy Railway, Mr. James B. Latimer, has written a book on the elements of railway signaling.<sup>1</sup> While this volume is, of course, intended chiefly for the use of men connected with the signaling departments of our great railroads, it has been written in a way to interest the general reader. Very few treatises on this subject are accessible to the public, although no branch of railroad operation has received more attention in recent years in the public press, and on no subject connected with railroading is popular ignorance more widespread. Mr. Latimer has a direct and pointed style, and has made a special effort to have his text accompanied by effective illustrations.

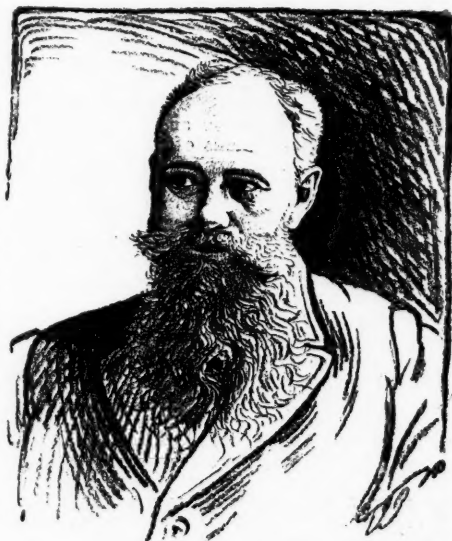
From time to time we have mentioned in these pages the works of William Paul Gerhard, dealing with various phases of sanitary engineering.<sup>2</sup> His latest book treats in comparatively small compass of a wide range of practical topics connected with modern sanitation. Like the author's previous books, this little manual is calculated to acquaint the general public with the tasks assumed by the new profession of sanitary engineering and to give helpful suggestions in the direction of securing co-operation between builders and engineers.

#### RECENT FICTION

There are several stories contained in and running through Irving Bacheller's latest piece of fiction, which he has called "The Master."<sup>3</sup> The book, he would have us know, is intended to "show the influence of one Christlike soul over the dominant spirit of one who is styled 'the Napoleon of discontent.'" There is a world-wide conspiracy of anarchy and considerable preaching and homiletics, with a good love story skillfully woven throughout.

For his latest and greatest work of fiction, "The Song of Songs,"<sup>4</sup> Hermann Sudermann will no doubt be condemned by those holding that it is the duty of a writer who fashions evil characters to make plain his hatred for their wickedness,—that, in fact, a novelist ought to

be a moralist. This imposing creation treats of the career of a young woman who wanted to be better than her nature allowed her to be. She was concurrently endowed with extreme feminine softness and ardent amatory passions, which, taken advantage of by calculating and unrelenting male pursuers, led to her frequent downfalls. Lilly Czepanek struggled and strove against her fatal weakness, for she had yearnings toward a high though perhaps vague ideal. But under lasting temptation the very goodness and sweetness of this lovable girl would turn into flabby laxity and temptation seemed fore-ordained by those characteristics whose born



HERMANN SUDERMANN

(Whose novel, "The Song of Songs," has just been published in English)

victim she was. Thus might one understand the author's intent, although according to a different, but perhaps equally plausible view, he might be taken as asking whether Lilly's frailty was not mixed with the vicious appetite for pleasure and luxury proper to a courtesan. Neither accusing nor excusing the luckless Lilly, Herr Sudermann tells the tale with a tremendous depth and breadth of knowledge of men's motives; he possesses the gift of the supreme masters of fiction to see the real workings of the human mind clearly. He has also their impulse to depict these truly, without regard to popular preference or pretense. Next to a passage of beautiful sentiment expressed in poetic language will come a scene or colloquy that flares forth nakedly licentious or brazenly cynical, the author standing aside while with impartial hand he withdraws the curtain, determined to reveal the whole truth. All this is conceived and carried out on a grand scale. Tensity, point, brilliance, an immense scope of observation, complete ripeness of perception, superb powers of presentment,—these and other tokens of genius so distinguish "The Song of Songs" as to ren-

<sup>1</sup> Railway Signaling in Theory and Practice. By James Brandt Latimer. Mackenzie, Klink Company. 420 pp.

<sup>2</sup> Sanitation and Sanitary Engineering. By William Paul Gerhard. Published by the Author. 174 pp. \$1.50.

<sup>3</sup> The Master. By Irving Bacheller. Doubleday, Page & Co. 302 pp. \$1.20.

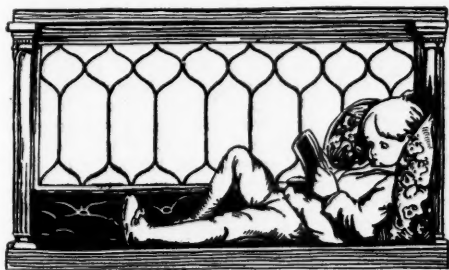
<sup>4</sup> The Song of Songs. By Hermann Sudermann. New York: B. W. Huebsch. 640 pp. \$1.40.

der its technical defects of workmanship forgivable, or at least forgettable. At most three or four prose romances of such caliber have been seen since Tolstoy's "Resurrection," ten years ago, and therefore, although "The Song of Songs" might dismay through its stark, unclad candor, even to the degree of evoking denunciation thereby, it must none the less be ranked among the very prime achievements in fiction thus far in the twentieth century.

The many readers of Baroness Bettina von Hutten's books will welcome "Beechy,"<sup>1</sup> the latest from her pen. Beechy (the anglicized form of Bice, the Italian diminutive of Beatrice) is, like her predecessor the wonderful Pam, one of those rare characters which this writer invests so cleverly with a personality so fascinating that the reader having once taken up the book is loath to lay it down until he has finished it. From the time when, to obtain the money needed to purchase medicine for her sick father, she borrows a suit of boy's clothes and sings in them in the chorus, until she reaches the highest rung in the professional ladder of fame, the story carries the reader along without a dull page.

Two books on children written with peculiar insight into the workings of the juvenile mind are Josephine Daskam Bacon's "Biography of a Boy"<sup>2</sup> and Marietta Holley's "Samantha on Children's Rights."<sup>3</sup> These writers come at the subject from a slightly different standpoint, but they both have the proper perspective of adult and youth and both write in a charming and entertaining way.

A subtle psychological study of a woman's development from natural resentment and indignation at a great wrong to forgiveness, justice, and love, written with the technical mas-



COVER DESIGN FROM "THE BIOGRAPHY OF A BOY"

tery that characterizes the French literary art, is the story which the Parisian authoress (who signs herself "Pierre de Coulevain") has given us under the title rendered by the translator as "On the Branch."<sup>4</sup> It is the life story of a woman who has been greatly wronged by her husband and her dearest friend, and who gradually progresses from hatred and pessimism to exalted love and optimism. The transition is



MRS. HENRY DE LA PASTURE

(Author of "The Tyrant")

worked out with delicate psychological insight.

Another well-executed piece of psychological analysis on the subject of home despotism is Mrs. Henry de la Pasture's new novel, "The Tyrant."<sup>5</sup> There are in the world a great many men like Richard Kemys and undoubtedly as many women like his submissive, frightened wife. Perhaps these Richards are among the main causes of the feminist movement all over the world.

The last novel of the late F. Marion Crawford, the manuscript of which was completed at the time of the author's death (a few days later than that of "The White Sister"), is entitled "Stradella."<sup>6</sup> It is a strong love story of the middle of the seventeenth century, built around the life of Stradella, the musician. As with all Mr. Crawford's novels, it is full of love scenes and difficult situations and rich in the author's descriptions of Italian life and scenery.

#### OTHER BOOKS OF THE MONTH

A collection of the public speeches of Winston Spencer Churchill, M.P., one of the most conspicuous figures in the present Liberal ministry in Great Britain, comes to us under the general title "Liberalism and the Social Problem."<sup>7</sup> In these addresses, delivered at various times during the past five years, Mr. Churchill has attempted to give "the record of the government." His style is vigorous and has a fine literary quality. There is an introduction to this collection by the Liberal political leader, H. W. Massingham.

<sup>1</sup>Beechy. By Bettina von Hutten. Stokes. 381 pp. \$1.50.

<sup>2</sup>The Biography of a Boy. By Josephine Daskam Bacon. Harpers. 322 pp., ill. \$1.50.

<sup>3</sup>Samantha on Children's Rights. By Josiah Allen's Wife. Dillingham. 318 pp., ill. \$1.50.

<sup>4</sup>On the Branch. By Pierre de Coulevain. Dutton. 406 pp. \$1.25.

<sup>5</sup>The Tyrant. By Mrs. Henry de la Pasture. Dutton. 381 pp. \$1.25.

<sup>6</sup>Stradella. By F. Marion Crawford. Macmillan. 415 pp., ill. \$1.50.

<sup>7</sup>Liberalism and the Social Problem. By Winston Spencer Churchill. George H. Doran Company. 414 pp. \$1.50.



HAROLD BEGBIE

(Whose book, "Twice-Born Men," is noticed on this page)

A new edition of Dr. B. E. Fernow's "A Brief History of Forestry"<sup>1</sup> contains what was unfortunately omitted from the publication two years ago, namely, a chapter on forestry in the United States of America. With the growing interest in the subject of forestry in this country such a useful and comprehensive work as Dr. Fernow's should find a large number of readers.

What is known in this country as "district nursing" has had a remarkable extension during the past few years. In the United States alone there are now 566 visiting-nurse associations, with a total staff of 1413 nurses. In the past year 112 new organizations were formed. So important has this work become that the Charities Publication Committee of New York has brought out a directory of all visiting-nurse organizations in the United States<sup>2</sup> with an account of the movement and a statement of its principles, by Yssabella Waters, of the Henry Street Settlement in New York City.

<sup>1</sup> A Brief History of Forestry. By Bernhard E. Fernow. Toronto: University Press. 438 pp. \$2.50.

<sup>2</sup> Visiting Nursing in the United States. By Yssabella Waters. Charities Publication Committee. 367 pp., ill. \$1.25.

It is very seldom that the "evidences of Christianity" have been set forth so vigorously, convincingly, and with such power of literary style and graphic illumination as is done by Harold Begbie in his collection of "conversion" stories which he has entitled "Twice-Born Men"<sup>3</sup> and further described as "a clinic in resurrection." These are psychological studies of types of London crime, misery, and degradation in which the phenomena of religious conversion is analyzed from the standpoint of the student of human nature. Mr. Begbie's style is crisp, direct, and compelling. Prof. William James has enthusiastically accepted the book as a "footnote in narrative" to his own work, "The Varieties of Religious Experience."

A translation from the original German text of "The Passion Play of Oberammergau,"<sup>4</sup> with an historical introduction by Montrose J. Moses, contains the entire setting of the drama and an exhaustive bibliography of books and magazine articles relating to passion plays in general and the Oberammergau play in particular.

For the lover of astronomy six interesting and valuable books have recently been published: "Curiosities of the Sky," by Garrett P. Serviss, which is a description of the curious bodies that may be observed in the sky (Harpers); "Astronomy from a Dipper," with charts by the author, Eliot C. Clarke (Houghton, Mifflin); a "History of Astronomy," by George Forbes, of Anderson's College, Glasgow, being one of the History of the Sciences series (Putnam); "How to Study the Stars," an important French work by L. Rudeaux, with some helpful diagrams (Stokes); "The Star-Gazer's Handbook," a brief guide for amateur students of astronomy, by Henry W. Elson (Sturgis & Walton); and "How to Identify the Stars," by Willis I. Milham (Macmillan).

Among the noteworthy books on art recently published are: "A New History of Painting in Italy" (Vol. III.), by J. A. Crowe and G. B. Cavalcaselle (Dutton); "The National Gallery of Art," by Richard Rathbun (Washington: The National Museum); "Catalogue of the Works of Art Belonging to the City of New York," prepared and issued by the Art Commission of the City of New York; "A History of Art in the Middle Ages" (Vol. II.), by G. Carotti (Dutton); "Art in Great Britain and Ireland," by Sir Walter Armstrong (Scribners); and "The Story of Dutch Painting," by Charles H. Caffin (Century).

<sup>3</sup> Twice-Born Men. By Harold Begbie. Fleming H. Revell Company. 280 pp. \$1.25.

<sup>4</sup> The Passion Play of Oberammergau. By Montrose J. Moses. Duffield & Co. 218 pp. \$1.

